Supplied.

LOLO, PHILIPPINE ISLANDS.

THE UNITED ASBESTOS ORIENTAL AGENCY.

LIMITED, LONDON. DODWELL & CO., LIMITED. General Managers

NEW SERIES No. 3064. 日三十月五年八十二翰光

WEDNESDAY, JUNE 18, 1902.

三拜禮 號八十月六英港登 THIRTY DOLLARS PER ANNUM

Banks.

JOKOHAMA SPECIEBANK, LIMITED. ESTABLISHED 1880. CAPITAL SUBSCRIBEDYen 24,000,000

CAPITAL PAID-UP CAPITAL UNCALLED...... RESERVE FUND Head Office: YOKOHAMA. Branches and Agencies.

TOKIO. LONDON. NAGASAKI. NEW YORK. SAN FRANCISCO. HONOLULU. -SHANGHAI. BOMBAY. TIENTSIN. NEWCHWANG. PEKING.

LONDON BANKERS: THE LONDON IOINT STOCK BANK, L: PARKS' BANK, LD. THE UNION BANK OF LONDON, LD. HONGKONG BRANCH:-INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent

TARO HODSUMI, Manager. Hungkong, 27th March, 1902.

I ONGKONG AND SHANGHAI **F1** BANKING CORPORATION. RESERVE FUND .--

Sterling Reserve\$10,000,000 \\$14,250,000 Silver Reserve\$ 4,250,000 RESERVE LIABILITY OF PROPTORS.\$10,000,000

COURT OF DIRECTORS: Hon. R. SHEWAN, Chairman. A. HAUPT, Esq., Deputy Chairman. Hon. C. W. Dickson, H. Schubart, Esq. N. A. Siebs, Esq. E. Goetz, Esq. G. H. Medhurst, Esq. H. W. Slade, Esq. i H. E.-Tomkins, Esq. D. M. Moses, Esq. A. J. Raymond, Esq. CHIEF MANAGER: Hongkong-J. R. M. SMITH.

Manager: Shanghai-H. M. Bevis. LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED. Hongkong-Interest Allowed: On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS: For 3 months, 21 per Cent. per Annum. For 6 months, 31 per Cent. per Annum. For 12 months, a per Cent. per Annum. . R. M. SMITH, . Chief Mahager.

Hongkong, 14th June, 1902. HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted L bythe HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 31 PER

CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum. For the Hongkong and Shanghai BANKING CORPORATION,

J. R. M. SMITH, Chief Manager. Hongkong, 1st May, 1902.

THE NATIONAL BANK OF CHINA LIMITED.

HEAD OFFICE:-HONGKONG. Board of Directors :---Chan Kit Shan, Esq. | C. Ewens, Esq. Chow Tung Shang, Esq. | Julius Focke, Esq. Chief Manager,

GEO. W. F. PLAYFAIR. Interest for 12 months Fixed 5 % Hongkong, 3rd May, 1902.

THE EUTSCH ASIATISCHE BANK. PAID-UP CAPITALSh. Taels 5,000,000

HEAD OFFICE—SHANGHAL BOARD OF DIRECTORS: BERLIN. Branches: Calcutta Hankow Berlin 🥽 Tsingtau (Kiautschou) Tientsin: LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SONS, Union Bank of London, Ltd. DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHAFT

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted. H. SCHOTTLAENDER

iongkong, 15th November, 1900i

GUARANTY TRUST GOMPANY OF NEW YORK.

(AMERICAN BANK)

ESTABLISHED 1864.

U.S. Gold. SURPLUS AND UNDIVIDED PROFITS \$4,758,600

Head Office: NEW YORK.

Samuel D. Babcock. Adrian Iselin Jr. 🧸 George F. Baker. James N. Jarvie. Augustus D. Juilliard. August Belmont. George S. Bowdoin. Richard A. McCurdy. Levi P. Morton. Frederic Cromwell: Walter G. Oakman. Walter R. Gillette. Alexander E. Orr. . H. Harriman. Henry H. Rogers. G. G. Haven. R. Somers Hayes. H. McK. Twombly. Charles R. Henderson. F. W. Vanderbilt. | Harry Payne Whitney.

Walter G. Oakman, President. Geo. R. Turnbull, Adrian Iselin fr. and Vice President. Vice President. John Gault, Manager, Henry A. Murray, Foreign Dept. ard Vice President. E. C. Hebbard, Wm. C. Edwards. Secretary. Treasurer. R. C. Newton, C. Harriman,

Assistant Treasurer. Trust Officer. London Committee: Arthur John Fraser, (Chairman). Donald C. Haldeman.

Honorable Levi P. Morton. LONDON OFFICE: 33 and 35, Lombard Street, E.C. F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS: PARR'S BANK, LIMITED. HONGKONG OFFICE: 4, DES VŒUX ROAD,

General Banking and Exchange business transacted.

INTEREST ALLOWED. On-Current Accounts at 2% per annum. On Fixed Deposits: For 3 months 21% per annum. N. G. EVANS,

IMPERIAL BANK OF CHINA.

Hongkong, 10th April, 1902.

ESTABLISHED BY IMPERIAL DECREE. OF THE 12TH NOVEMBER, 1896.

Acting Manager.

Shanghai Taels. SUBSCRIDED CAPITAL 5,000,000 PAID-UP: CAPITAL 2,500,000 Head Office: -SHANGHAI.

Branches and Agencies. PEKING. CANTON. PENANG. CHEFOO. SINGAPORE. CHINKIANG. CHUNKING. TIENTSIN. HANKOW.

HE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH. Advances made on approved securities. .Bills discounted.

INTEREST ALLOWED ON DEPOSITS. % per Annum Fixed Deposits for 3 months.

E. W. RUTTER, Manager. Hongkong, 1st January, 1901.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:-LONDON. RESERVE LIABILITY OF SHARE-

INTEREST ALLOWED on CURRENT L-ACCOUNT at the Rate of 2 per cent. per nonum on the Daily Balances. On Fixed Deposits for 12 months ... 4 per cent. July 10 6 . 24 . 4 . . 3 1 / 4 . . .

Acting Manager.

Hongkong, 15th April, 1902.

Military Bend during dinner on Saturday Nights.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

CAPTAINS SHANGHAI Bengal A. L. Valentini About 20th June ... Freight or Passage. LONDON, &c Chusan* C. L. Daniel Noon, 21st June ... Freight or Passage. SINGAPORE! Nankin C. J. Benton About 24th June ... Freight only LONDON Formosa B. H. W. Snow Noon, 28th June ... Freight of Passage. YOKOHAMA† ... Bombay H. S. Bradshaw About 28th June ... Freight or Passage: * (See Special Advertisement).

> + Vid SHANGHAL MOJI and KOBE. (Passing through the Inland, Sha): 1 PENANG, COLOMBO and BOMBAY.

For Futher Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 18th June, 1902.

HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SURZ, PORT-SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG:

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, CALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia. PROPOSED SAILINGS FROM HONGKONG,

... (SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
*HAMBURG	SAILING DATESTHURSDAY, 26th June.
PRINZ HEINKICH	THURSDAY, 10th July.
SACHSEN	THURSDAY, 24th Inly.
*KIAUTSCHOU	THURSDAY, 7th August
BAYERN	THURSDAY, 21st August.
KONIG_ALBERT	THURSDAY, 4th September.
PRINZESS TRENE	THURSDAY, 18th September.
DARMSTADT	WEDNESDAY, 1sf:October.
PREUSSEN	WEDNESDAY, 15th October. WEDNESDAY, 29th October.
*HAMBURG	WEDNESDAY, 29th October.
	WEDNESDAY, 12th November
* Steamers of th	e Hamburg-Amerika Linie.

N THURSDAY, the 26th day of June, 1902, at Noon, the Steamship "HAMBURG," Of the HAMBURG-AMERIKA-LINIE, Captain E. Burmeister, with MAILS, PASSEN-GERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and

Shipping Orders will be granted till NOON, on TUESDAY, the 24th instant, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 25th instant, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 25th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 12th June, 1902.

MELCHERS & CO., AGENTS.

Intimations.

LANE, CRAWFORD & CO.

HAVE JUST RECEIVED A CONSIGNMENT OF American Refrigerators. THE "NIAGARA," THE "ERIE."

DRY AIR REFRIGERATORS. ICE SHAVES. ICE PICKS.

THE CELEBRATED

ICE CREAM FREEZERS. THIN TROPICAL BLANKETS.

AND OTHER SEASONABLE GOODS.

LANE, CRAWFORD & Co. Hongkong, 16th June, 1902.

of best quality, in all sizes, always in Stock at moderate prices.

DODWELL & Co., LIMITED. Hongkong, 5th March. 1002

Johnson's Digestive Tablets.

THE GREAT REMEDY FOR Indigestion, Dyspepsia, Flatulency and Acidity of the Stomach.

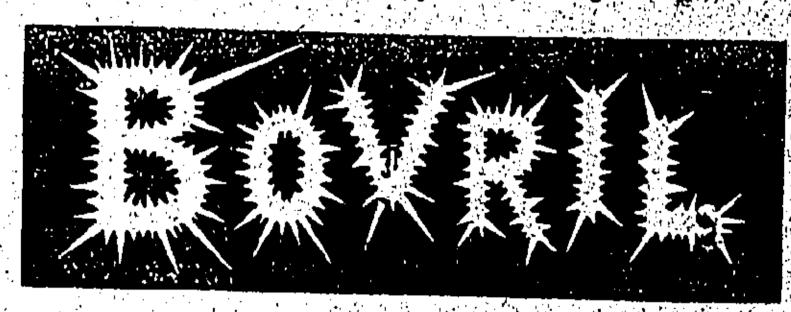
VICTORIA DISPENSARY

Intimations.

BOVRIL DEFIES DISEASE.

The fact that over 500 British hospitals and kindred public institutions use and prescribe Bovril is sufficient in itself to prove that it fortifies the system against disease. As rats infest a dirty, unhealthy tenement, so disease will instal itself in a deranged system and take a hold. Bovril shakes the grip when disease is there by making clean, healthy blood; the attack weakens, the microbes die, and Bovril is triumphant. But do not use Boyril only to expel rather prepare your system against the attack of disease by using it to invigorate, and create clean and wholesome blood and organs. The result will please you.

BOVRIL is an energising and sustaining beverage, which by its merits has become a household word from one end of the world to the other. Just as the electric light has surwassed the rushlight of our grandmothers, so Bovril has turpassed the ment extracts and beef teas of a quarter of a century ago. It is the culmination of scientific achievement in the pro luction of a strengthening, nourishing and vitalising food beverage. In health, Boyrillis and shield against the effects of a muggy, humid climate; in weakness, a substitute for regular meals; and in sickness, the right hand of the doctor and nurse in their efforts to provide the patient with true nourishing food, readily taken, palatable, and digestible



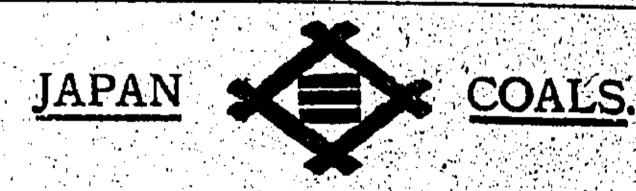
ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS.

ASBESTOS CO., LD., LONDON. CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE Best Qualities of ASBESTOS GOODS and PACKINGS. HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds. "VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities ESTIMATES given for every DESCRIPTION of WORK. CHIEF SUPERINTENDEST.....THOMAS SKINNER. SUPERINTENDENTARCHIBALD RITCHIE. DODWELL & CO., LIMITED, General Managers.



(MITSUI & Co.)

HEAD OFFICE: -43, SAKAMOTO-CHO, TOKYO. LONDON BRANCH:-34, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET. OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tienthin, Newshwang, Port Arthur, Scoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Milke, Hakodate, Talpoh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Inpanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Ichimura, Kanada, Kishima, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Maidzuru, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other

N. INUZUKA, Manager, Hongkong.

Have you tried

4 Diats,

The Star Milwaukee Beer.

PER CASE OF 10 DOZEN PINTS \$27.

SOLE AGENTS: H. PRICE & CO. 12, Queen's Road.

Hongkong, 4th June, 1902.



Telephone

SPARKLING MINERAL TABLE WATER BILENT WATER!

SODA WATER, BELFAST GINGER ALE,

STONE GINGER BEER, (Brewed) Manufactured entirely from Pure Treble Distilled Water by the Aquarius Co., Shanghai

SOLE AGENTS

CALDBECK, MACGREGOR & Co 15. Queen s. Boad.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"PERU"TUESDAY, 24th June, at Noon, "COPTIO"THURSDAY, 3rd July, at Noon. "CITY OF PEKING"......SATURDAY, 19th July, at Noon. "GAELIC"TUESDAY, 29th July, at Noon. "HONGKONG MARU"TUESDAY, 5th August, at Noon.

HE P. M. Company's Steamship "PERU," will be despatched for SAN FRAN-CISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 24th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point

lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland | Sanitary Board being convinced of the necessity Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAIL-WAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the owner in default after the above named date.

regular tarifi rate. Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Return Passage.-Reduction will be made to passengers who do not hold return tickets.

making the return journey between ports in the Orient and Honolulu or beyond, within twelve months. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports,

to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

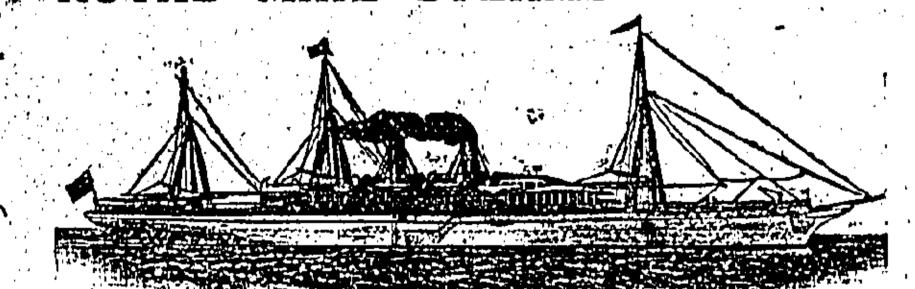
Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco. Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value

Is less than \$100. U.S. Gold. For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building. J. S. VAN BUREN,

Hongkong, 18th June, 1902.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP



PUNCTUALITY. 'SPEED. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES (Calling at Shanghai, Nagasaki, Kobe, Yokohama & Victoria, B.C.)

Twin Screw Steamships-6,000 Tons-10,000 Horse Power-Speed 19 Knots. PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.WEDNESDAY, 25th June. EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R......WEDNESDAY, 16th July. ATHENIAN......Comdr. H. Mowatt......SATURDAY, 26th July. EMPRESS OF CHINA ... Comdr. R. Archibald, R.N.R. WEDNESDAY, 6th Aug.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA, TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic and Civil Services, and to European Officials in the Service of China and

Japan Governments. The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MACNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated

by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 4th June, 1902.

D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to Antwerp, Amsterdam, Rotterdam, Copenhagen, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE: BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG

STEAMERS. STRASSBURG

SUBJECT TO ALTERATION. DESTINATIONS. SAILING DATES. ist July. Freight and Passengers. MASSEILLES, HAVRE & HAMBURG (Calling at SINGAPORE and COLOMBO). HAVRE, and HAMBURGE 15th July, Freight. (Calling of Singapore and Penang) 30th July. Passengers. HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO): C. FERD. LAKISZIL HAVRE and HAMBURG 14th Aug. Freight. Fuchs (Calling at SINGAPORE and PLNANO). HAVRE and HAMBURG. 28th Aug. Freight you Binzer [(Calling at SINGAPORE and COLOMBO). For further Particulars, apply to

HAMBURG-AMERIKA LINIE HONGKONG OFFICE No. 1, Queen's Buildings. Auction.

PUBLIC AUCTION:

HE Undersigned have received instructions from the Captain Superintendent of Police to Sell by PUBLIC AUCTION,

TO-MORROW (THURSDAY), the 19th June, at 11 A.M. At the Water I olice Station, Kow con.

153 Bags of SALTPETRE. TERMS:-As Usual. HUGHES & HOUGH,

Government Auctioneers. Hongkong, 18th June, 1903.

Notice of Firm.

NOTICE.

URING my'ABSENCE from the Colony have from This Date appointed Mr. JOHN ALLAN PATERSON to act as my. ATTORNEY in the Management of my business and to sign the Name of my Frm of "E. C. WILKS & CO., p. pro. J. A. PATERSON."

Dated this 2nd day of June, 1902.

E. C. WILKS.

Untimations.

WNERS of HOUSES situated in the Western Division of the City of Victoria who have not had their Premises LIME-WASHED and CLEANSED in accordance with Law, are reminded that the period during Through Passage Tickets granted to England, France and Gennany by all trans-Atlantic | which this work should be FINISHED ends 'on the 30th day of JUNE, 1902, and the of cleanliness in its efforts to stamp out Plague, is determined to rigorously prosecute any

> By Order of the Board, G. A. WOODCOCK, Secretary.

Sanitary Board Office, 1st June, 1902.

NOTE:-The Western Division of the City lies to the West of Morrison and East Streets.

FOOK WO COMPANY, LIMITED.

TOTICE is hereby given that an EXTRA URDINARY GENERAL MEETING of the Company will be held at the COMPANY'S OFFICE, No. 43, Bonham Strand, Victoria, in the Colony of Hongkong, on SATURDAY the 28th day of June, at 12 o'clock, NOON when the SUBJOINED RESOLUTIONS which were passed at the Extraordinary General Meeting of the Company held on the 10th day of June, 1902, will be submitted for confirmation as SPECIAL RESOLUTIONS. IST. RESOLUTION.

That Article 71 shall be cancelled and that the following Article shall be substituted

therefor: 7r. The First Directors and the Secretaries named in these Articles shall be paid for founders remuneration in each year 131% of the net profits of the Company to be dividedainto 29 shares, of which 4 shares shall be given to each of the Managing Directors, I share to each of the others First Directors, 3 shares to the Chief Secretary, and 2 shares to each of the Assistant Secretaries, and the first Directors and the Secretaries named in these Articles shall also be paid 5% for foundersremuneration of the net profit of the Company in each year to be divided among. them in proportion to the number of shares taken up by them and by such Shareholders as they introduced on the formation of the Company. The Managing Directors shall also divide 11% of the net profits of the Company among the Officers of the Compuny other than those before mentioned in these Articles for good service in such manner as the Managing Directors shall

determine. 2ND RESOLUTION. That Article 72 shall be cancelled and that the following Article shall be substituted

72. If the First Directors and the Secretaries named in these Articles or any of them shall vacate their office either by resignation or death' or any other cause their successors shall only be entitled to one half of such Founders remuneration (as provided in the preceding clause) and the other half share be paid to the Director or Secretary so retiring or to the legal personal representative of such Director or Secretary so dying as aforesaid. By Order of the Board of Directors.

. WONG YU TUNG, Chief Secretary.

Hongkong, 13th June, 1902.

CELEBRATION OF THE CORONATION OF THEIR MAJESTIES THE KING AND QUEEN.

THE ADDRESS from the COMMUNITY L to H.M. The KING is now ready for Signature. Copies will be found at the follow-

ing Places :--The Hongkong Club. The German Club.

The Portuguese Club.

The Chartered Bank of India, Australia and China. The Hongkong and Shanghai Banking

Corporation. Messrs. Kelly & Walsh. Messrs. Lane, Crawford & Co. The Hongkong Dispensary.

Those desirous of signing the Address are requested to do so as promptly as possible. EDBERT A. HEWETT,

Hon. Secretary. Hongkong, 17th June, 1902. CORONATION CELEBRATION FUND.

THE Undersigned will be glad to receive L Subscriptions towards the above Fund. Lisis may be found at the HONGKONG HOTEL, HONGKONG CLUB, HONGKONG DISPENSARY, Messis. LANE CRAW, ORD & CO., KELLY & WALSH, LD., W. BREWER & Co., and at the 211 various Banks.

J.R. M. SMITH, Hon. Treasurer. Hongkong, 7th May, 1002.

PUPILS WANTED. TOR PIANOFORTE or SINGING by B. Lady possessing the Diplomas of the

Guildhall School of Music and Trinity College, London, (Honours). Apply to MUSIC."

Hongkong, 24th May, 1902. 15 15 [182d]

Co This Office

Intimations.

CELEBRATION OF THE CORONATION OF THEIR MAJESTIES THE KING AND QUEEN.

THE following PROGRAMME for the CELEBRATION of the CORONA TION of THEIR MAJESTIES has been drawn up by the General Committee appointed by H.E. the Officer Administering the Governinent for this purpose.

That THURSDAY, 26th June, and FRIDAY 27th June Be kept as PUBLIC HOLL DAYS in the Colony.

THURSDAY, 26TH JUNE. At routs A.M., a Meeting be held of the Executive and Legislative Councils, at the Council Chamber, when a Telegram to H.M. the King will be voted.

At II A.M., a Service to be held at the Cathedral. A Service will also be held at the same hour at the Catholic Cathedral. Immediately after the Service (about Noon) H.E. the Officer Administering the Government will proceed to the site prepared near

the Queen's Statue and there unveil the Statue of H.R.H. The Duke of Connaught. Review of Troops at the Happy Valley at A Chinese Flower Show to be held on the Praya in front of the Market during the Three

Days, (THURSDAY, FRIDAY and SATURDAY). FRIDAY, 27TH JUNE.

At 10.30 A.M., Addresses from the General Community, the Freemasons, and the Chinese, will be presented to His Excellency the Officer Administering the Government, at Government House, to be forwarded to His Majesty the

the Government will turn the first sod of "The King's Park," Kowloon. Launches will run from Blake Pier to convey the Public to the

Private individuals, and the Shipping Companies are invited to join in the illuminations. Fireworks will be exhibited on the site of the New Law Courts (to the North of the City Hall), between 9 P.M. and 11 P.M.

A Fish Procession will pass through the streets by the following route :--Starting from the Western District by way of

Queen's Road, Peddars Streets, Des Voux Road. Wardley Street, round the Queen's Statue (arriving there at 0.30 P.M.) Chater Road, Murray Road and thence East by Queen's Road.

to illuminate their Buildings if possible. Rockets will be discharged at intervals from the Centre of the Harbour from 9.15, to

11.30 P.M. A Souvenir of the Coronation in the form of a Specially Designed Bronze Medal will be presented to the British Sailors, Soldiers, and Police in the Colony. As however those Medals have had to be struck in England they will not be ready for distribution until a later

SATURDAY 28TH JUNE. At 4.30 P.M. a Tea with Music will be given at the City Hall to the Wives and Families of the Sailors, Soldiers and Police, also to the Children of the French and Italian Convents. the Girl's Diocesan School, the Baxter School the Victoria Home, the L. M. School and the Berlin Foundling Mission.

On leaving, each Child will be presented by His Excellency the Officer Administering the Government with a Coronation Medal. EDBERT A. HEWETT,

Hon. Secretary. Hongkong, 12th June, 1902.

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THE SKRAMSTAD COLLISION

CASE.

appeal, Tai-cheang v. Skramstad, delivered yesterday afternoon at the Supreme Court :---The Chief Justice said-This is an appeal the evening of November 20th, 1901. The the Tai cheone amidships and on the part side. collision occurred about 5.45 p.m., one side | Moreover the master of the Skramstad swore Hongkong. While the vessels were in collis- live masters in illustration of their evidence. JUDGMENT FOR THE "TAI-CHEONG"

the present appeal is from that judgment. It appears that the screw steamship Tai-cheong At 5 P.M., H.E. the Officer Administering, of 828 tons register and 2,160 horse-power left her berth in Victoria Harbour, Hongkong, about 5.15 p.m. on the 20th November, 1901, on a voyage to Swatow, latten with about At 9 P.M., the town will be illuminated. 70 tons of general merchandise and ballast. The wind was light, the weather clear and fine, the sun had set and there was a bright moon. The Skramstad, a screw steamer of 759 tons register, was on a voyage from Amoy to Hongkong in ballast, having discharged a cargo of coals at Amoy. She came through the Lyecmun Pass and was proceeding towards the Harbour, somewhere about mid-channel, heading for a bright white light at the Admiralty Dry Dock at Kowloon and having a speed of All mouseholders on this route are requested about 7 knots. As regards the Perla, it may be well to give the account of the master of the Tai-cheong. He says :- "We started at 5.19 from our moorings for Lycemun. I saw the Perla coming from the Hongkong shore. She came ahead of me on my starboard bow. turned my course after her by Kowloon Point. I overtook her nearly at Blackhead's Point and passed her about one and a half lengths (450 feet) off." It appears, later on, by the evidence of this witness that shortly before the collision the Perla was on the Tui-cheone's port quarter and about five lengths; off. It would then appear that a few minutes before the collision the Perla was following the Tai-cheong and was on her port quarter. It may now be convenient to see what are

> THE RESPECTIVE ACCOUNTS of the movements of the Tai-cheong and Skramstad. The master of the Tai-cheone says he put her engines at full speed near, or just before coming to, the Cust Rocks, and that just before putting on full speed he saw the Skrainstad, 21 or 3 points on his starboard bow, one mile and three quarters off. Soon after he ported the Tai chiong's helm and continued full speed. The master of the Skramstad says he passed through -Lyeemun, close to the north shore as there were junks. When through, he steered for light at the Admiralty Dock. He saw the lights of the Tai-cheong about a mile and three quarters off, a top light and a green light. He also saw another top light and a green light behind the Tai-cheong (no doubt those of the Perla). Two or three minutes afterwards he saw the red lights. He says: "The Tai cheong then showed her ked light, she came a little on my starbroad bow, about half a point, and showed her red light. I then ported my beim so as to get the Kowloon light on my port bow. When I first saw the red light the Tai-cheong was about a mile off. When I ported I showed my red. I kept red to rec well clear. We should have passed a length clear of the Perla." If he would have passed a length clear of the Perla he would have passed the Tai-cheong at a greater distance. The evidence of the master of the Skramstad is corroborated by several other witnesses, and the steersman gave evidence that after the Tai-cheong's green turned to red he got an order to port, and then got her on his port bow about if points. He then

STEADIED AND KEPT ON The white light for which he had been steering was also on his port bow, We thus have the steamers approaching red to red till they are a few lengths off each other, and the chief difficulty in the case is to ascertain what caused such an alteration in their respective positions as result in the collision. Approaching each other at, say, seven knots, an intervening mile would be covered in 4 minutes or a trifle more. It is clear that the bow of the Tal-cheong crashed into the port bow of the Skramstad just behind her forecastichend at an angle (from the bow) of from 30 to 45 degrees or thereabouts, that the vessels were locked together for some 15 minutes and that the Skruntstud sank soon after the Tai-cheone got free. It is also clear that the Perla, which had been on the port quarter of the Tai-cheone, struck the Tai cheong while in collision, on the porteside amidships and then caught the starboard anchor of the Skramstud. One has circfully to consider the evidence for the Tai-cheone and for the Skrivnstad, respectively, to see how the collision occurred it is clear that it the THROUGH SOME WISTAKE

had starboarded her helm the collision between GIRAULT WINES, LIQUEURS

her and the Skinwitch would be accounted for even if the Shripulud on seeing the green light of the Tai-cheong suddenly come into view a few lengths off, had hard a ported her The following is the full judgment in the helm and put the engines astern. At the very short distance intervening, there would be little time for the port helm to operate. I his the master of the Skramstad says, is exactly from a judgment of Mr. Justice Wise, what happened. The master of the Tul-cheong. delivered on 17th March, 1902, by which however, says she was never under a starboard he held the Tal-cheang solely to blame for a helm and he stated." If I had star loarded, the collision which occurred between that steam. Perla would have run into me." But that is ship and the steamship Skrainstan, on precisely what the Perla did do : she ran into putting it in the Preliminary Acts at 5.47 and that at the collision he shouted out to the the other at 5.48, and it took place somewhere master of the Lai-ckeong Why did you not off Braemar Point, a Point not named on the keep your ship on a port helm &" Having chart, about half way between Quarry Point | carefully considered the evidence of the witand North Point on the northern shore of nesses and the diagrams made by the respecion, a third steamship, the Perla, ma into have come to the conclusion that I cannot them and, in the result, five actions were | accept the version given on behalf of the Tailbrought for damages. The two actions in cheong. It is unfortunate that the helmsman which the Perla is concerned have been stayed of the Tui-cheong was not called. Hie was a till after the result of those between the Tai- Malay and it seems he left the ship the trip cheeng and Skramstad is known; and the before the case was heard. It is possible, of three actions between the two latter vessels course, he may have made some blunder, but have been consolidated, and their result we have no satisfactory evidence as to whether depends upon the decision as to which vessel he carried out his orders correctly or not. The was to blame. The learned Judge below, evidence of the master of the Taischeone does assisted by nautical assessors, having very not seem at all satisfactory, and his account of fully heard the arguments and evidence, gave what happened, supported by his diagrams, does not in my opinion give a

holding that vessel to be alone to blame; and REASONABLE, PROBABLE, OR EVEN POSSIBLE

EXPLANATION

of the collision, especially in view of the fact: that the Perla struck the Tai-cheque on her port side. I do not believe that the collision occurred where he says it did, viz., 300 or even 400 yards from the shore. It seems to me clear that it must have occurred about half a mile from the shore, and that the engines of the Skramstad having gone hard astern after the collision, as it appears they did for 22 minutes before the screw got out of water, accounts for the fact that she sank where she. did, stern towards the shove. The version of the captain of the Tai-cheong puts the Skrainstad. just before the collision in a position close to the shore where I do not believe she was, and which would have been quite out of the course she had been steering. It must be remembered that till very shortly before the collision the Skranistad was steering for the white light, having it on her port bow. What object could. she have in suddenly going right out of her course and coming so close to the Hongkong shore near Braemar Point as she is represented by the master of the Tai-cheong to have done? His diagram (exhibit 6) makes her coming out from the Hongkong shore just before the collision at an angle with the shore to meet the Tui-cheong, which is represented as going towards the shore under a port helm. Yet in the Petition of the Tat-cheong it is alleged (para. 4) that " at the time of the collision the Tai-cheong was on the extreme south side of the channel between the Harbour limits of the Port of Victoria and the Lyeemun Pass." If that was so this diagram makes the Skrumstad come out from somewhere south of the extreme south. side of the channel. But there is

A FURTHER DIFFICULTY. If the ships at the time of the collision were sin the position depicted by the master of the Tai-cheong, the Perla could not possibly have struck the Tai-cheone on her port side amidship. The learned counsel for the Tai-cheong could only say that the master did not do himself justice in his diagrams. I can well understand that to make a diagram at once according with his evidence and yet satisfactorily accounting not, only for the collision with the Skranistad, but also for the Perla striking the Tai-cheong on the port side, must have presented considerable difficulties. In answer to questions which I put to the Assessors they informed me that they thought the collision occurred about half a mile from the shore that they came to the conclusion that the Tai-cheong did starboard her helm and show her green light as stated by the master of the Skrantstad. They were of opinion that this step, whether it occurred through some mistake or not, was a wrong step to have taken, and that, in all the circumstances, the master of the Skramstad thereupon did the right thing in putting his helm hard a porty plowing one blast on his whistle and pulting the engines. hard astern (as he stated he bid/at p. 12 of the Notes of Evidence). My Assessors also state. that they do not believe that tightengines of the master, for 3 minutes before the collison. The Tai-cheony had considerable way on her when she struck the Skyamstad, as is shown by

causing the Skramstad to Beel over and locking the vessels together for f of an hour; and it must not be forgotten that the Taicheong's logs placed the reversal of the engines at 5.45 and the collision at 5.45 also. I think the reversal was much less alban three minutes before the collision. With regard to the question whether the place where the collision occurred is a "narrow channel," I do not think ait is necessary to decide it in this case. While Lycemun is probably a narrow channel of within the meaning of Article 26 of the Collision Regulations. which in such cas requires a steam-vessel. when it is safe and practicable, to keep to that side of the fairway or mid-chappel which lies on her starboard side, it by no means follows that the much wider waterway between Lycemun Pass and the entrance to the Harbour is also a "parrow chanel. 7 My Assessors co not consider it bught to be so held, and I see that in the case of the China Merchants. Steam Navigation Company v. The Prapt O.S. N. Company tried before Sir Rielding Clarke, and becomed in the Zally Freez of the Sath Aprile. too, his Assessors took the same view a But CONFECTIONER

THE VIOLENCE OF THE BLOW

The Acting Puisne Judge said-I concur in the judgment of the Chief Justice. In the first | According to the Skramstad's narrative, the place, I ···

CANNOT PLACE RELIANCE cencerned; he states that the Skrumstad did not sink for 15 minutes after the Tal-cheony got of time was inaccurate. As a regards distance, he says "the collision took place pole is made the centre of a circle with a radius of 600 yards the circumference neither intersects nor encloses the place of collision as assigned by either party, though it passes nearer the spot marked on exhibit 8 by the master of the Tai-cheong. On the other hand -had he pul'ed for about eight minutes in a fiveonred-whaler (which I am informed was the boat in which he was), I estimate that he could have travelled a good 1,000 yards in that time to reach the scene of collision, and in this point of view, he puts the collision at a spot nearer. to that assigned by the master of the Skramstad. Counsel for the appellant tried to show by models that the collision could not have occurred in the manner alleged by the evidence adduced on behalf of the Skramsind. The vessels, according to that evidence, were passing port to post with at least a clear length between their almost parallel courses, and, very shortly before collision, were distant, reckoning from stern to stern, four or five lengths. It was argued that as both vessels had their engines hard astern for that period, the collision could not have occurred, even had the Taicheong starboarded. That may have been so: but the argument is untenable when the fact that the Tai-cheong did not put her engines! hard astern until considerably dess than three minutes before

THE MOMENT OF COLLISION is proved by the engineer's log of the Tai-cheong. As regards the collision of the Perla with the Tal-cheong, it is clear that the former vessel impinged on the latter vessel's port side amidships. It the Tai-cheong starboarded at the critical moment, she would cross the course of the Perla and incur a risk of collision, this is evident from the Perla being on the port quarter of the Talcheong only a few lengths off, and is what the master of the Taticheong foreshiv; it is curious that what he foresaw would happen did happen. The Perla's striking the Tai-cheong on the latter vessel's port si le was therefore the natural. sequence of such a manœuvre as, according to the Skrumstad's evidence the Tai-cheong executed. Now take the version of the Taicheony and see whether the Perla, being on the Tai-cheong's port quarter, was likely to strike the Tai-cheong's port side amidships. According to the version, the Tai-cheong's helm was put hard-a-port an appreciable time before the collision occurred. This manœuvre would have taken the Tai-cheong further off the course of the Perla had the Perla kept on her course, in which event she would have gone clear of the Tai-cheong; but if the Perla had followed the movements of the Tai-cheong, this ! would have brought her astern of the Zaicheong and she must have struck the Zaicheong either on her stern or on her starboard side, if she had struck herat all. Again, on another point, the Tai-cheong's helm and the Skramstad's helm both being, according to the Tai-cheong's evidence, hard-a-port at the instant of collision, it appears to be impossible for the Tal-cheong to have

PIERCED THE SKRAMSTAD as she did on the port bow; the blow must have been a glancing blow. Whereas the story of the Skramstad that the vessel was under a port helm whilst the Tai-cheong was under a starboard helm easily accounts, for the nature of the impact which actually occurred. I think that there were no adequate premises to justify Mr. Slade's argument that the Skramstad's stern (when she was drawing 12 or 13 ft. as against 73 ft. forward) would have been raised. so much out of the water by the dropping of the Skramstad's bows caused by the inrush of water both during the period of contact and after the vessels got apart, that the screw would have been ineffective to propel her astern after the moment of collision, and that, both for this reason and because the Tai-cheong had an enormous weight to move, the Skramstad did not sink so far from the site of the collision as her master said she did, and that therefore the collision did not occur where that captain placed it. Counsel, too, seems to have lost sight of the intact collision-bulkhead of the Skramstad which would have prevented her settling down by the bows not only during the period of contact but also for some minutes after vessels got free of each other the also assumes that the pivot on which the ship's keel would move was so placed as to cause the stern to rise considerably Dr. S. Kawaji, Mr. T. Nakamura. To Kobe: Bliss E. if the bows took a big drop. There was no evidence as to where that pivot was, so that W. Turner, Mr. Bowman, Mr. and Mrs. J. B. Winter and any, argument, based on the position of the family, Mr. W. Bugg, Mr. W., Udall, To Manila; Mr. B. pivol is based on no ascertained premises. The Assessors say that the stern might rise one to two inches for every foot which the bows dropped and it requires no mathematician to know that if the pivot were astern of amidships, the stern. would not necessarily rise the same. London, April as To Yokohama ; Commander K. Mouheight as the bows dropped, though both would move through the same angle. I therefora see nothing improbable in the Shramstad Chrystall, Mr. J. Barber, Mr. J. Muir, Sergeant J. Hawka travelling, in the circumstances, a distance of even half a mile astern in about twenty minutes, Pobker, To Singapored Miss A. Wishart, Mrs. E. Nobis which is at the rate of about one and a half and calld Mrs. E. Dallas, Mr. and Mrs. Grove and calld, miles an hour, her engines being at full speed astern all the time. There was another point smile. GIRAULT GENERAL GROCERIES

PROVISION and BAKER

narrative were adopted.

I DO NOT AGREE. three vessels were on almost paralled course, the Perla and the Tai-chenig both showing red on the witness Shepherd,'s evidence so far as to the Skramstad's red. However, much the his, estimates of time and distance are transverse movement to port of the Tat-cheong may have obscured the red of the Perla during that movement (I do say that it did), it is quite clear: other evidence shows that this estimate. possible and very probable that, when that movement had been ended by the collision. those on the Skramstad could and did see the about 600 yards from us," i.e., from 100 port light of the Perla before the Perla imyards, off the Metropole Hotel. If the pinged against the Tai-cheong and just after place when he was lying off the Motro- the Tat-cheong had struck the Skramstad, Whether the Peria kept on her course, or starboarded her helm or ported her helm is not known and is immaterial. At the time of the collision the Perla was hundreds of yards distant from the place of collision, and even if she starboarded her helm just after the collision had occurred, her red light would have been visible for some moments to those on board the Skramstud, which had her helm hard-a-port. For these reasons and for those given by the Chief Justice, I am of opinion that this appeal should be dismissed with costs.

Mr. Morgan Phillips—Then the appeal will be dismissed with costs? The Chief Justice-Yes.

Mr. Morgan Phillips-I would ask your Lordhip to state that exhibits be detained in Court. The Chief Justice-Of course they will be. We do not give up any of the exhibits until we see what is going to happen. The Court adjourned.

SHIPPING GAZETTE.

In surure the Telegraph shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much obline by giving this information:-June 12th.

Ting Sang :- Oliver and mate appointed

Loung Sang :- Cooper and mate of the latter Forfarshire:-Lebass 3rd mate is appointed and mate of

U. S. Zufiro :- H. Scott and mate resigned. Pakhoi :- Capt. Williams, mate Vincent, and mate Allen, chief engineer McWilliams, 2nd engineer Hutchison, 3rd engineer McArthur. Shooshing:-S. Simson, chief engineer is transferred to I. Chang.

Kwangsi -- Portridge, mate on leave Vacancy is filled by G. R. Arnshi mate ex. Wenchow :- H. Christie, mate on leave, D. J. Leiper and mate is acting mate. H. Christie chief engineer is on leave. Vacancy filled by Wilson and engineer ex Kwangse. Tamsul :- B. Hurst and mate is transferred

to Wenchow in the same Capacity. Newchwang :- McLeod 3rd engineer is appointed and engineer Kwangsi.

Paoting:-Thompson is appointed mate, Spink ex mate is appointed mate of Wuchang.

Bingo Maru Whilfeld 3rd engineer stops back at Yokohama Dawring takes his place.

Zafiro U.S. Navy Dispatch boat Capt, A. M. Whitton, chief mate J. Smith, and mate Lebas, chief engineer A. H. MacDonald, and engineer Geo; S. Case, 3rd engineer Wm.

Nauchang J. White, 3rd engineer is on leave. Kroang Ping McCulloch 3rd engineer died

Kwang Ping Capt. W. Blake, chief mate Budgen, and mate Bennet, chief engineer A. Liston, 2nd engineer J. Logan, 3rd engineer

PASSENGERS BOOKED FOR THE FAR EAST.

Per Messageries Maritimes steamer Australien, trom Marseilles, May 18.-To Shanghai; Mr. Beaujean. To Hongkong: Mr. J. Romeny. To Hai-phong (Mr. and Mrs. Span and 4 children, Mr. Figet, Mr. Bailly and family, Mr. and Mrs. Louvet and child, Mr. and Mrs. Nicole and child. To Salgon: Mr. and Mrs. Mayer. To Batavia': Mr. Antony, Mr. Garreau. To Singapore i Mr. and Mrs. Warlomont, Mr. Van Elmet, Capt. F. B. Lawron,

Per Mesengeries Martimes steamer Ernest Simons, from Marseilles June :- To Saigon: Mr. de Lamotte, Mr. Eberhard, Mrs. Verret and 2 children. To Batavia: Mr. F.

Per P. and O. steamer Oceana, connecting with the steamer Bengal, at Colombo, from London, May 15 .- To Shanghai : Mr. J. Horrocks, Mr. Wm. O'Connor, Mr. A. Bankless, Mr. A. Blagdon. To Hongkong: Miss J. Lovell, Mr. and Mrs. R. O. Boggan, Miss Laura Larkman. To Singapore: Mr. E. J. Wood, Mr. W. Elder. From Marseilles.-To Hongkong: Commander P. W.: Dean. To Singapore: Mr. and Mrs. J. Haddon Hall, Mr. E. C. Sykes, Mr. A. H. Ferguson, M. C. J. J. London. To Penang

Per P. and O. steamer Victoria, connecting with the steamer Valetta at Colombo, from London, May co.-To Hongkong : Mr. A. Warner, Commander R. Nugent, Mr. P. Harris, Mr. Ling, Mr. C. H. Parker, Mrs. Day and 3 children, Mrs. Hutcheson and a children, From Marseilles,-To Penang: Mr. T. C. Hincks, Miss Hincks. From Brindish-To Hongkong: Rev. C. H. Brent. From Port Said .- To Hongkong & Mr. R. Muir.

Per Norddeutscher Lloyd steamer Sachten, from Bremen, May 15, and Southampton, May 20, To Shanghai ! Mrs. Hardy and a children, Miss Clennell, Mrs. Richards, Mrs. Niven and infant. To Singapore : Mr. John Calder. To Penang t Mr. and Mrs. D. W. Cooper and children.

Per Imperial German mail steamer Klautichen, from Hamburg, May 29, and Southampion, June 3.-To Shanghal: H. E. Sir Chi Chen Lefenglun, Lady Loh, Misses Lo and Florena Lo, Masters Hlen and Vee, Masters Sing and Yung, Mesers - Yu, Lu, Lings Mr. T. C. Lowe, Mrs. Lo and a children, Mesers. Lo-Tsung Toon, Lo-Tse-Vian, P. R. Lo, Yude Djuen Lo, Mrs. Reilly, Mr. Llew, Mr., Lu, Mr. Wel, Mr. Kuoh, Mr. E. Lihoonen. To Singapore Mrs. Dunne and child, Mr. and Mrs. Evan Griffiths, Mr. J. S. Mitchall, Per Nippon Vusen Kaisha etenmer Bingo Mars, from London, May o. To Yokohama ! Lleut. Y. Shiral, Mr. K. Konlahi, Mr. O. Poole, Rev. G. Allehin, Mr., K. Watanabe,

Yeoman, Mr. S. Oga, Mr. K. Ito, To Shanghal | Mrs. Cherry, Mr. N. Jacob. To Batavia ; Mrs. and Miss Frangenheim, Master F. Ulschert, To Bangkok : Birs. W. Sharp, To Singapore : Mr. and Mrs. O. Nicholson, Miss Littlefair, Mrs. Drysdale and children, My. and Mrs. R. W. Little and children, Mr. H. Adams, Mr. G. Horton, Mr. and Mrs. Hamilton, To Penangi Mr. J. Friend.

Par Nippon Yusan Kalaha atsamer Kawachi Stare, from sama, Lleute R. Rato, Mr. R. Suruki, Mr. K. Yoshimoto, Mr. N. Susukl. To Kobe! Rev. M. D. Dunning. To. Hongkong s Mr. and Mrs. Lowis Wall and child, Mr. A. Mr. J. Michell, Mr. W. Berwick To Bangkok; Mr. R. Mr. C. Wilson, Captain Quide, Mr. J. Kwing, Mr. P. Salaman, Mrs. Bainthois, To Penang, Mrs. J. Morris and

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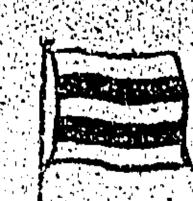
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TO ALTERATION.

ROJECTED SAIL(N	GS FROM HONGKONG,—SUBJEC	T TO ALTERATION
STEAMERS.	DESTINATIONS.	SAILING DATES
A. E. Moses	NAGASAKI, KOBE and YOKO-	FRIDAY, 27th June, at
CANAGAWA MARU J. Mackenzie	(MARSEILLES, LONDON & ANT.	SATURDAY, 28th June. Rt
CINSHIU MARU*	(VICTORIA, B.C. and SEATTIES	Daylight.
AGOSHIMA MARU	U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	A P.M.
K. Kori	BOMBAY, VIA SINGAPORE and COLOMBO SYDNEY and MELBOURNE VIA	
E. W. Haswell	SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE	SATURDAY, 5th July, at

TUESDAY, 1st July, at 4 P.M. ATURDAY, 5th July, at and Brisbane

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RATEWAY and

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road,

A. S. MIHARA

Hongkong, 17th June, 1902



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"CHUSAN." Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 21st instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Ten for London (under airangement) will be transhipped at Colombo into a steamer. proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed vid Bombay with Transhipment.

Parcels will be received at this Office until P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's ills of Lading.

For further Particulars, apply to

Superintendent Hangkeng, 7th June, 19421 NORTHERN PACIFIC STEAMSHIP

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Steamers.	Tons	Captains.	Propose Sailing
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HE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and Eastern Cities of the United States and to Europe. HONGKONG TO LONDON £52.

Excellent accommodation, First-class Table. Apply to DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES. HONGKONG TO NEW YORK £48,

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STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;

PORTS OF BRAZIL AND RIVER PLATE.

N MONDAY, the 30th June, 1902, at I P.M., the Company's Steamship "SYDNEY," Captain Blanc, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT! Cargo and Specie will be registered for Lon-

don as well as for Marsoilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M., on the 29th

instant. (Parcels are not to be sent on board? they must be left at the Agency's Office.) Consent tents and Value of Packages are required. For further Particulars, apply at the Com-

pany's Office. G. DE CHAMPEAUX, Hongkong, 17th June, 1902.

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THE Undersigned AGENTS of the above L Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

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ODOWNS at WANCHAI suitable for Storage of Yarn. Apply to EDWARD OSBORNE

Secretary, The Hongkong and Kowloon Wharf and Godown Co., Limited Hongkong, 12th May, 1902.

CHIRTEEN BUROPEAN HOUSES! Nos. 20, 24, 46, 28, 30, 32, 34, 40, 44, 46, 48, 50 and 56, LEIGHTON HILL ROAD,

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MEE CHEUNG, TOP FLOOR OF ICE HOUSE, IN Ice House Road

Is now in a position, in his New and Cor Inodious Premises, to oclipae, as heretolor ALL PHOTOGRAPHIC ART PRACTICES Librate Colony or in any part of the War Raid.

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More powerful than pure carbolic acid.

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Hongkong, 18th June, 1902.

GREEN ISLAND CEMENT COMPANY. LIMITED.

PORTLAND CEMENT.

\$5.50 \ Cask of 375 lbs. Net ex Factory. \$3.50 # Bag of 250 lbs. SHEWAN, TOMES & CO. General Managers. Hongkong, 15th March, 1902.

> ST. JOSEPH'S COLLEGE, Hongkong.

creasing demand for admission, it has been found necessary to extend the wings of the supervision enables us to produce that officials will inspect their godowns and main building and to enlarge the Chinese department by an additional storey with two wings." The estimated cost will amount to over \$15,000. To cover these expenses we Appeal the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils.' As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity.' THE CHRISTIAN BROTHERS. Hongkong, 22nd November, 1901.

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THE BEST AND MOST EXPEN-SIVE INCREDIENTS only are used.

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The Hongkong Dispensary.

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The Hongkong Celegraph

HONGKONG, WEDNESDAY, JUNE 18, 1902

LOCAL AND GENERAL.

R SILVER in now at 24% per ounce.

THE BUYING RATE for sovereigns is \$11.44

THE CUSTOMS GAZETTE - Januar March, 1902, is to hand.

are now on their way to Honolulu. THE PLAGUE RETURN for the twenty-four hours ended at noon to-day show six fatal

THE COGILL AND SUTTON COMPAN

SIX TONS GUNPOWDER have dislodged 100,000 tons of rock at Bonawe Quarries, 'Argyllshire.

THE GRAND DUKE BORIS OF RUS-SIA left to-day for Russia, on board of the Nippon Maru.

SOME OF THE VOLCANOES in Alaska are becoming active and eruptions are reported, says a cablegram of the 7th inst.

THE CROWN ON THE CLOCK TOWER "A sure preventive of all kinds of skilfully Filtered on the most scientific is displeasing to a correspondent who thinks it cannot be meant to represent King Edward

> VARSITYMEN will be interested to learn that some records have been made on the sluggish old Cam, by Mr. C. H. W. Taylor, the famons old Etonian.

EXCHANGE has now risen to 1/82 T.T. 2 rise of 3/8th in two days. This is one of the most satisfactory rises that has occurred during the past few months.

HE, THE ACTING GOVERNOR OF MACAO, Senhor A. P. Lello, may visit Hongkong on the 27th inst, in connection with the coronation festivities.

A MARINE COURT, to enquire into the sinking of the British steamer Pakshah will be held at the Harbour Departmental Offices at ten o'clock to-morrow morning.

NO LAUNCH PROCESSION will be held at the Coronation celebration unless some private individual takes the matter in hand. It is a pretty spectacle and should form one of the features next week. Now then, hurry up!

A HOUSE TAX LEVY IN NAGASAKI: A Nagasaki despatch to the Asahi states tha the local city authorities have issued notes to the foreign residents of the port announcing warehouses besides their residences with a view to the levy of the house tax.

TO THE POINT .-- Admiral Sir Ceorge Digb Morant, a director of the Fairfield Shipbuilding Company, Govan, Glasgow, speaking for the Company at the launch of an Orient Line vessel, gave expression to the hope that no shipbuilding firm on the Clyde would "ever be the servants of a foreign Government.".

The wound in the heart was sewn up with three stitches, and although complications set in the patient recovered.

TWO MAXIMS ONLY : - In future two Maxim guns only are to be allowed to British battleships and first class cruisers, and all above this number are to be immediately returned to the ordnance stores. The present allowance of these guns is from seven to nine for modern ships of these classes: The two guns to be retained in each vessel will be used one for each of the big cutters in the evolution of manning and arming boats, or as ordinary field guns if required for field service.

THE NUPTIALS of Mr. Harold Emil Hayward, third son of the late Mr. George Hayward, of Hongkong, and Miss Annie isabella Moss, younger daughter of Mr. E. J. Moss, Woodside, Yokohama, were celebrated at Christ Church, Yokohama, on the 7th inst. The wedding presents, which were many and costly, comprised gifts from Christ Church Choir, the Y. A. R. C., the staff of Messrs. Dodwell & Co.; and the King's Daughters, of which body the bride had long been an active Vice-President and Treasurer.

LORD HOPETOUN'S RESIGNATION'S The Earl of Hopetoun would, it is now stated not have resigned on account of the rejection of his request for an extra annual grant of 18,000 alone, but the Government afterwards intimated that allowances for staff, lighting, fuel, and other maintenance charges, amount ing to Lis, 200 annually, would be withdrawn The withdrawal of these allowances, which have always been granted to State Governors and have never been questioned until lately would make Lord Hopetoun's available salar, only £6,000.

THE DIRECTURS of the Manchester, Ship Canal have arranged for a new service of steamships between Manchester Port and Quebec in conjunction with the Great Northern Railway of Canada, which is to begin running almost immediately. There has also been a further development of the Baltic and North European lines. A new line, started by the West Hartlepool Steamship Company, now. runs monthly to the Persian Gulf. Another interesting note on the working of the Canal is the fact that the Manchester Liners are shortly to be augmented by two recently purchased vessels.

ILLUMINATION :- In addition to the list | LUCKY SOVEREIGNS :-- Mr. Bennet Bur Shewan and Co., B. Brotherton Harker, Li saved the man from a violent death. Kwong Loong & Co., and others.

THE KWANSAI STEAMSHIP OWNERS' UNION has decided to fit out steamers to cruise in the Inland Sea for the benefit of foreign visitors during the Osaka Exhibition next year. The steamers so fitted will cruise to several ports noted for the finest scenery and good accommodation for visitors. For this purpose the Osaka Shosen Kaisha has ordered two steamers, each costing about Y130,000-Professor Matsunami, of the Tokyo Imperial University, and Mr. Nishmura, Director of the Osaka Harbour Works Office, have been commissioned to select the ports of call for these excursions. During the coming summer vacation the two gentlemen will make a tou in the Inland Sea, for the purpose of arranging the details in connection with the scheme.

AN, OLD HONGKONGITE:-The Empress of China took away on the 7th inst. says a Shanghai paper, two very popular members of our community-Mr. and Mrs. F. E. Haskell-whose absence will be noticed by many friends for a long time. Mr. Haskell, known to so many of us by the friendly appella-July, 1861, and coming to Shanghai in August, 1862. He has been home three or four times since. A splendid business man, a thorough sport, and a right good-fellow, sums up his reputation everywhere, and the esteem in which he and his wife are held was shown by the number of friends who went to see them off by the tender. May they have many happy years in America, their homeland!

BRITISH BLUEJACKETS ENTERTAIN ED :- The petty officers and the crew of the British cruiser Eclipse when in Yokosuka were entertained by the Japanese petty officers and crew. The local Engineering School premises were used. The place was decorated. The guests were met by a band at the landing place and were escorted to the place of the entertainment. A series of Japanese dances and songs were given, to the great amusement of the British tars. Refreshments were subsequently served and the British sailors gave there cheer for His Majesty the Japanese Emperor and the Navy and the hosts in return gave heart; cheers for King Edward VII and, His Majesty's Navy. The residents of Yokosuka sent a pair of fans to each of the guests present and one bullock to the ship as a memento of the day.

COMPLEXION AND CLIMATE :- A very distinguished Indian Civil Servant recently congratulated an acquaintance of dark complexion: on having some years ago just failed to qualify for the open competition for that coveted branch of the public service. He assured him that during a very long and varied career in our Eastern empire he had never once known a man of his dark complexion able to remain for any length of time in the country, and he STITCHING UP A HEART:-An account even instanced one-own brother to perhaps of a surgical operation on a man's heart was | the most distinguished civilian at the time in given at a recent meeting of the Academy of the Bengal Presidency—who, for all the family Science in Paris. The patient—a young soldier | influence that backed him, had to retire after five -had been stabled in the chest with a knife, | years on a pension. 'His brother, the civilian the point of which penetrated the pericardium; in high places, was fair; he was dark. If this inability of dark men, or rather of the constitutions of which this complexion is generally the outward expression, to resist the ravages of the India climate is a known fact, it is very singular, seeing how much darker are many of the natives.

THE INSURRECTION IN KWANG-SI:-

The Peking correspondent of the Asahi wires that the Chinese Government shows a dispusition to conceal the gravity of the insurrection in Kwangsi. When any inquiry is made, the officials reply that in the absence of news from Kwangsi, there is no longer any cause for anxiety regarding the state of affairs. The actual situation is concealed even from the Emperor and Empress-Dowager. Telegrams are received from Kwangsi to the effect that there are indications of drought throughout the province. If dry weather should result and the crops fail, the farmers will be driven to join the insurgents, and consequently much anxiety is felt as to the outcome. There to get into a life-boat which started leaking is not the least doubt that great difficulty is profusely. We managed however to plug the experienced in obtaining reliable news, and hole with coats, and I was appointed to empty though reports tend to show that the rebellion | it out for hours together with a tin which prohas never been at all serious these must not be videntially happened to be in the boat. accepted at present, especially considering the understand that the Captain and sixty of the fact that the latest allegations to hand assert passengers were picked up by a boat which that Nanningfu was never bombarded by the followed above twelve miles away. I need not rebels. We are daily expecting reliable news describe just now all that happened. I only from the scene of the disturbance. It has pray the Almighty to preserve our dear Bros just been reported that General Su, Com- from such an experience, I am leaving for spent a large sum of money entrusted to him Br. Patrick to come to meet me there ke for paying soldiers, who, having no means of support, have become very disorderly. The Imperial troops are quite unable to cope with the people of the Province, who perpetrate all kinds of robberies, and, on the approach of Government officers, return to their farms and pose as innocents. Amongst the many complainants made to the Emperor are some from Vicercy Tan of Kwangtung, Governor Ting of Kwangsi, Viceroy Chang of Huppei and many Pekin censors, who act as Government spies. A recent rumour, that Viceroy Yeun-Si-Kai of Chibli intended to send reinforcements to assist in crushing the rebellion is said to be fintrue. Another rumour, is that if the rebellion spreads much further south the Annam authorities will send troops over the river Chinking to check the rebels -- Ed., H.K.T.

published yesterday, the following premises leigh says that a wounded Boer prisoner had will also be illuminated for the Coronation five sovereigns. English and Kruger. Three colebration—the Italian Mission House in were indented with a Lec-Metlord bullet, one Glenealy, Marine House, in Queen's Road, of the coins being driven some distance into occupied by Messrs. A. Chee and Co., W. his leg. The possession of the little wealth

> STILL "V.R " .- The Government Gazette published on the back page of the Northern T. rritory Times, is still headed with the Roya Arms and "V.RW" No doubt the official refain from acknowledging King Edward unti he has been finally crowned; or is it that the "block" has to hold good until worn out?

> RAISING THE WRECKS :- The long contemplated work of raising the hulks of the Spanish fleet which Dewey and American marksmanship placed at the bottom of Cavita Bay in May 1898, has at last become a reality the Manila Times says. Work commenced on the 10th inst., the first vessel to be raised being the gunboat Marques del Duero.

THE MARRIAGE RATE for England an Wales during the fourth guarter of 190 according to the Registrar-General's returns, was 17.3 per 1,000 per annum against a average of 17.6. Middlesex had the lowes rate, 13.9, followed by the neighbouring count Hertfordshire, with 14.3, while London, wi 19:1, was classed with the highest, Cambridge leading with 20.9.

tive of "Freddy," has had a long connection: THE GOD OF WAR: To-day being the with the Far East, arriving in Hongkong in birthday of the Chinese God. of War, extensive celebrations are being conducted at the Temple in Hollywood Road. It is decorated with lamps, flowers, and many ancient and curious pictures. The ceremonies commenced last night, and have a duration of three days. The members of the Chinese Sailors' Club are having an enthusiastic time, their band being engaged to play in the club house almost incessantly.

> CHINESE TAKE THEIR PLACES:-There has been a grand upheaval in the quarter master shippard at Manila, says the local Times. All the force of white men, employed as shipcarpenters, caulkers, etc., excepting four, have been discharged, their positions having been filled by Chinese contract labourers. A rumon of carbine and pistol adornment on the persons of the present ship, yard officials, to ward off an attack by the old employes, is circulated along the waterfront

DURING THE HOLIDAYS in honour of the Coronation of His Majesty the King, the Post-

a.m. only, for the despatch of the outgoing to what gives promise of a very pretty picture. German mail.

On Friday and Saturday, the 27th and 28th inst., from 8 till 9 a.m. only.

Correspondence for local delivery may be posted up to 9 n.m. on those days. The Night Box will be kept open during the time the office will be closed. The Money Order Office will be entirely closed during the holidays.

THE CORONATION CONTINGENT

ON THE ATLANTIC.

Mr. D. E. Brown, the general agent for the Canadian Pacific: Railway Company, kindly informs us that in reply to a cable message sent to Montreal the firm had received the following :-

"Coronation Contingent sailed Tunisian June 13th," showing that the party had arrived at Montreal and left on time, as per schedule.

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE WRECK OF THE TEUTONIA. TO THE EDITOR OF THE "HONGKONG TELEGRAPH." The following is a true copy of a letter. received from one of the survivors of the illfated steamer Teutonia.

"Before leaving for Hongkong you must have received the news that I had arrived safely in Seremban far from my destination. You little thought perhaps that I had escaped miraculously from the wreck of the Teutonia which came to grief about four hours from Malacca.

She sank in about half an hour. I managed mander in Chief of the Troops now in Kwangsi, Penang to morrow morning. I have wired to sprained my ankle in getting into the life-boat, and the nerves are not yet in their-place. You will notice that from my handwriting which is worse than usual, I can barely trace a line have got rid of the lever thank Gud Yours, etc.,

BROTHER JAMES.

P.S.-Lami liere with the good Fathers who are taking care of the At Port Dickson the magistrate was very kind.

Scremban, Malay Coast, June other As already recorded in the Zelegrafia the Andian piece goods shop, of the same locality Teutonia toundered beiwegnicht giacca and sor using abusive language and bahaving in a Penang on the night of the officinatant, with disorderly mander. Defendant pleaded quilty. the loss of 38 lives: In our report yesterday, and air listeland fined him &r and bound him we mentioned that Hro james had been over in the sum of tips mexicans to keeps the waved_Ed., H.K. 2]

MORE CORONATION PREPARA PIONS.

THE ARMY AND NAVY.

A few additional facts concerning the preparations for Hongkong's celebration of the coronation will doubtless be of interest. Yester day we dealt at length with the progress being made with decorations in the City, and we have since ascertained a few facts concerning the movements of the Army and Navy. From what a representative of the Telegraph has been able to glean it would seem that among Army men the different messes intend decorating their own buildings and much competition should prevail: Of course, they will not have very much material at their disposal, but one may rest assured that whatever they sundertake will be done in a manner worthy the best traditions of the military. With them the great event will be the grand review of troops, which takes place at half past five on Thursday, the 26th instant, and, should the occasion be favoured with fine weather, Happy Valley ought to contain practically the whole of Hougkong's community. Colonel L.F. Brown C.R.E. will probably be in command of the Forces, which will include the and Royal Welch Fusiliers, Royal Engineers, Hongkong Regiment, Royal Engineers (local), Army Ordinance Corps, 22nd Rombay Infantry and another Indian Regiment which arrived here the other day, the Naval Brigade, and members

of the Hongkong Volunteer Corps On the

right of the line will be the Naval Brigade,

while in front the Hongkong Regiment will

be drawn up ready to troop colours. Band-

master Moir will be in charge of the Regimental

Bands, which, with the exception of that of the

Hongkong Regiment, is to be stationed in the

rear of the centre. After the Royal Salute.

Major General Sir W. J. Gascoigne will-take

command and efter cheers have been given for

the King, and a few movements gone through

he will have the men dismissed and marched

to their respective quarters. Of course, everyone in the Navy is bent on doing the whole thing in first-class style, and hope to make the Harbour as attractive as the shore. In the first place the men are having two days leave and that means a big thing. Divine service is to be held on board, on the morning of the 26th, and those wishing to attend the Roman Catholic Cathedral will be allowed ashore. During the day a royal salute will be fired and practically all ships will be dressed. The Tamar is going to be illuminated with electric lights and will also display several designs. The Terrible will Office will be open during the hours as stated | make a similar picture and should the Amplitrite be here will join in with the On Thursday, the 26th inst, from 7 till 11.30 other war ships in the harbour, and contribute The illuminations will probably extend over the Thursday and Friday so that everyone will be able to appreciate the efforts of our bluejackets. Special dinners are to be given on the Thursday, and everyone affeat looks forward to a "jolly good" celebration of the Coronation.

> We are requested to state that a special service, to be followed by the Fe Deum and Benediction, will be held in the Roman Catholic Cathedral on Thursday, the 29th inst. at 10.30; a.m. Invitations have been issued to some of the foreign Consuls (R. C.), to the officers of the Army and Navy, and to the Volunteers. The Right Revel Bishop Pigzzoli. will officiate at the ceremony and valle be assisted by all the clergy. The sisters and girls of the Italian and French Conbents, the Christian Brothers, and boys of the Saint loseph's College, and the whole of the Roman Catholic Community are respectfully requested to be present. We understand that permission. was asked, and granted, by the Commanding officers of the different regiments and the Commanders of the various warships in the harhour to allow the soldiers and sailors to be present on the occasion. The choir has been arranged by Messrs. O Baptista and E Danenberg. The internal part of the Cathedral is being prettily arranged with coloured draperies; and the pillars and arch-ways are covered with red-cloth.



Pompilio Francisco Ribeiro, a watchman in the Gas Company, was again brought before Mr. Kemp for assualting a Chinese coolie. As the charge was proven his Worship imposed a fine of 510 or 14 days and ordered \$3 compensation to be given to the complainant.

BEACHCOMBING We are pleased to see that the police are taking steps against the beachcomber. Lwo of the fraternity were ordered, by Mr. Hazeland to the House of Detention for begging from the inhabitants of the Colony,

STEALING BRASS. A Boatman was charged with unlawfully having in his possession a quantity of brass, value, about - \$3.50 reasonably auspected of being stolen. He was fined \$25 or 6 weeks and accepted the latter.

RIVAL TRANE

Tegunnah Pohoosen, of No. 1. D'Alguilar Street was summoned by D. Chellaranic of papears for a months at the second

COTTAM & CO. FOR SUN HATS

TELEGRAMS (REUTERS.)

KING EDWARD'S INDISPOSITION

LONDON June 16th. It is understood that King Edward's in disposition is very slight, and that an appreciable improvement in his condition was noticeable during the course of yesterday,

CAPE COLONY.

The Times advocates the suspension o the constitution in Cape Colony in favour of Imperial Government, which it considers more advantageous during the period transition than party government.

TYPHOON WARNING.

NOTICE FROM MANILA. Mr. W. A. Rublee, U. S. Consul Genera kindly forwards the following copy of a telegram

which he received from Manila to-day:---: MANILA OBSERVATORY,

lune 18th, 11 n.m. Depression has re-curved between parallel

CRIMINAL -ESSIONS.

16 and 17, off E. Luzon.

OPENED THIS MORNING.

The June Criminal Sessions, opened at the Supreme Court this morning, before the Chie Justice, His Lordship W. M. Goodman, K.C. The names of four prisoners were on the calendar, two being indicted for unlawful possession of forged bank notes, one for manslaughter, and the other for robbery wit violence.

MANSLAUGHTER. A lad of 17, named Li Choi, was placed in the dock to answer a charge of manslaughter, and after the interpreter explained to him that it was not a "hanging crime," the youth pleaded guilty. The Chief Justice said he understood that the person, whose death the prisoner had caused, was older and 'stronger than the boy in the dock, who he had provoked and challenged to fight." It appeared that prisoner had lent the deceased ten cents, and with it he gambled and won twenty cents. Then he paid the prisoner the money brorrowed, and offered to fight, at the same time poking him in the stomach. This prisoner resented and, drawing a knife from his pocket intended striking deceased on the shoulder Unfortunately for him the blade penetrated hi neck, and severed the jugular vein with the result that death ensued shortly afterwards Prisoner was then arrested. Concluding, hi lordship observed that though prisoner had no intention of killing the man the use of the knife must be put down, and he would have to go, to penal servitude for five years.

"SAME OLD STUFF,"

Chan Fuk was charged with being unlawfully possessed of 27 forged Hongkong and Shanghai bank notes for \$10 and \$5. The prisoner. pleaded not guilty, and the following jury was called upon, viz. :- Messrs. John Gregory, Jocio Maria de Graca, Joao Mario de Rocha, Carl Emil Peter Herbst, Albert Gascoigne, Henry William Fortesquien, and George-William

G. Wise) prosecuted on behalf of the Crown.

The first witness called upon was P. S. 21 who had arrested the prisoner and found the bundles of forged notes in his right sleeve. They were produced in Court, and the Hon. A. G. Wise, on looking at them, remarks "Same 'old sruff."

Robert C. E. Edwards of the Hongkong and Shanghai Bank, was the next witness, and he deposed that the notes were clear forgeries made on too thick a paper.

The Acting Attorney General caused a smile left the witness box he requested that the notes Viceroy Yuan the following may be a slip of paper that was with the notes; and her that as Paoting was south of Peking it w letter was addressed, and observed that he did not know the bank notes were bad, or he for the Emperor's personal use, some pieces of would not have carried them. The story he beautifully woven gauze sufficient to make a gave to the Court was that he lent a certain, full suit of summer! Court robes, The gauze man \$4, and on asking him for payment he was I was brought to the Empress Downger, and her conspiracy to against him.

that as the prisoner did not give the name | special act of grace of her Majesty. Apropus, of the consignee, it was to be assumed the intrinsic value of the gauze could not have that he brought the notes for himself. It been more than one hundred taels, but it is would be dangerous to manufacture these reported from Paoting that the recipient of the notes in the Colony so they were made outside, Imperial "mark of grace? found that he had to in China. Some one had to bring them into the give a handsome tip to the Imperial messenger Colony and the prisoner posed as an innocent I for bringing the present to the tune of some fi letter carrier just infringing the laws of the times the value of the article. To crown all it post office monopoly.

Lordship said to the prisoner that though con- closely allied by signors and receivers might be worse than himself, he was doing a very wicked thing in bringing the notes into the Colony. The mazimum penalty was 14 years, but he would only go half way and sentence him to seven years in the hope that he might be better at the end of the term.

A DIFFERENT BRAND.

unlawful possession of bank motes. The pri Jother day, and that Viceroy Yuan was going soner led into the dock was Pun Xee Chun, to hold a series of Buddhistic and Taoi who pleaded not guilty. The same jury ceremonies at Pacting on the occasion tried the case. Phisoner was charged with comfort his step mothers spirit in Hades, be passed over in silence.

AVIAL IN DIA HUAS ession St forget bank notes the Grand Secretary Yung Lu. at once sent of the Penning branch of the Hongkong and by special messenger to Paoting a number Shinghai dlink, It appears that the police of Tibetan Lama prayers for the repose of armed with a warrant were scarching the dead-said by Buddhist votaries to be prizoner's premises for dangerous contra- superior to all other prayers—which the mesband a goods, hand found, in hand box, 24 senger was ordered to hand to forged notes. Six of them were concented THE PRIESTS OF THE GREAT TEMPLE. suspected the notes were bad, but having no the day in question. Such a mark of esteem, warrant to search the prisoner for such it may be remarked, enpassant, would cost the articles took charge of the box and giver at least Tis. 500, as the priestly inmates also the dangerous contrabands. Prisoner of the Great Temple, some 400 of them, would and were found to be false.

found on the prisoner were forgeries.

The Acting Attorney General remarked that they were another brand. The prisoner's defence was that a friend in Sigapore sent them to him, but he had not passed any as he found they were false. On his Lordship asking. him if he cared to tell the name and address of his friend in order that the police authorities might be telegraphed to, he answered that his friends name was Leung Liu Chun, but he did I to the Kawasaki Dockyard Company, Limited, not know his address. He asked his Lordship | which has been formally opened, is claimed to not to send him to gaol, and he was welcome | be the "only one of its kind in the East," a to the bad notes. His Lordship said there was | description probably intended to convey the very little difference between that case and the fact that its appointments are far superior to last. The one brought bad notes into the those of other dry docks in the Far East. The colony, and the other received bad notes. A dock has taken about six years in its construcverdict of guilty was returned, and before tion, and this length of time, says the Kobe massing a sentence of seven years with hard | Chronicle, is mainly due to the difficulties enlabour, His Lordship said that it was very countered in laying the foundations, owing to art/ul of the prisoner to carry about with the sandy nature of the soil. Through such a him one good note, so that if he were caught | bed water percolates freely, and unless the in the act of passing a forgery he could substitute it with an air of 'I am so sorry.' He concluded: I am going to punish with severity anyone connected with b.d notes.

ROBBERY WITH VIOLENCE.

Su Ng, Pun Wa, and Tsang Tak-had the above charge brought against them, and pleaded guilty. It appears that the 23rd May the three robbers knock at the door of 39, Irving Street, and upon Kam Sick opening it they entered and asked for a smoke and support. Two of them caught hold of Kam Sick, rubbed pepper in his eyes, gagged him, stole\$4 worth of clothes. and decamped. The first prisoner was caught 'red handed! in the street, and as the others pleaded guilty it was unnecessary to go into the evidence. His Lordship said it was quite clear, the men were guilty. Putting pepper in the eyes of Kahm Sick, and violently gagging him causing his month and nose to bleed, was cowardly attack for \$4 worth of property. Possibly they thought there was more. He sentenced them to five years, hard labour, and ordered them to have 20 strokes with the birch. the time taken to empty the dock being about within the first 6 months. He advised the latter to be given as soon as convenient.

VICEROY YUAN AND THOSE IN POWER.

A Peking correspondent sends the following to the North China Daily News :- The " Man-The Acting Attorney-General (the Hon. A. of the Hour, just now, is Yuan Shih-k'ai, gates" at the bottom of the caisson, the time Viceroy of Chilli and Imperial High Commissioner of the Pelyang Administration—in other words, the successor of the honours of the late Li Hung-chang, Furthermore his recent successes—may they not turn out to be merely. transient ones !- against the rebels of southwestern Chihli have greatly strengthened his aiready strong position in the estimation of the Empress Downger and her powerful nephew, the Grand Secretary and Councillor, Yung Lu, so that outside Peking Yuan Shih-k'ai may be said to have even more actual power than even when addressing the jury, who were inspecting | the two great satraps of the riverine provinces. the notes with the remark, " you have had \$5 | As an instance of how the Empress Downger notes before, gentlemen." Before Mr. Edwards I and Grand Secretary Yung Lu seek to please should be sent to the bank to: be stamped interest: Upon the outbreak of the hot false. His request was granted and the third weather the other day in the Capital the witness was called. Lung Che Fi, translated | Empress Downger remarked to those around which read " Make Old." The prisoner, in his | probably much better there than in the Palace, statement at the Police Station, said he was and then she turned to one of the head eunuchs a Compradore on board the s.s. Fong Na in attendance and commanded him to go to a vessel trading to Canton. He carried a the Comptroller-General of the Imperial Houseletter to Hongkong, and was given 70 cents | hold Department, on duty for that day, and for doing so. I effectised to say to whom the order that official to select from the silk goods,

SPECIALLY WOVEN IN HANGCHOW introduced to Chun, and he believed it was a Majesty at once ordered one of the cunuchs to immediately prepare for a journey to Paoting The Chief Justice, in summing up, said and deliver the silk to Vicercy Yuan, as is said that the "sacred" nature of such im-On the Jury finding a verdict of guilty, his perial gifts usually prevents a recipient, unless

BLOOD TO THE THRONE. from utilising them in the practical manner intended. However, the kudos is there, and what more can a man of plebeian blood want -A year ago, the latter part of last May, the

step mother of Viceroy Yuan died at Chinan while he was yet Governor of Shautung. When It was known in Peking that the first anniver The next case was also in connection with | sary of the lady's death was about to expire the

COTTAM & COLFOR GENT'S BATH: COTTAM & CO. FOR TRESS'S STRAY

in a ld pannel and two additional bad in the western portion of the city of Paoting to notes and a good one were found in be read with full ceremonies and Buddhistic the prisoners pouch. The authorities ritual, in honour of the late Madame Yuan on was charged, and when asked for \$100 be engaged for at least seven days and nights hail offered to pay in the bad notes. They on the job - Finally, not to be outdone by her would not be accepted but were sent to the nephew, the Empress Downger sent a special Hongkong and Shanghal Bank for inspection, envoy with a "full sacrificial outfit" to Paoting to offer to the spirit of the deceased lady, and Mr. Johnson, the assistant cashier, of Hong- to pour a libation before her temporarily imkong and Shanghai Bank, stated, in the witness | provised shrine in her Majesty's name. A box, that all the notes except one of the three significant parts of all this fuss over Viceroy Yuan would seem to be that not once was the name of the Emperor mentioned in connection with it.

THE NEW GRAVING DOCK AT KOBE.

REMARKABLE ENGINEERING FEAT. The new graving dock at Kobe, belonging foundations of the dock were of the strongest character they would give way before the constant sapping at the foundations. The laying of the bed is, indeed, a

GREAT ENGINEERING FEAT.

The strata at the level of the foundation was so unfavourable for the purpose that piles had to be driven into the sandy earth, and on top of these was placed six feet of concrete before the floor of the dock was laid. The same care had to be taken with the sides of the dock, there being next the granite, a thick layer of concrete, and after that a mud wall, the whole work at the beginning presenting unusual difficulties, necessitating the greatest precautions being taken by the engineer in order to avoid subsidence in the future. The length of the dock is 407st. 6in., sufficient to take in a vessel of 7,500 tons; the dept 23ft. 9in; width of entrance on top, 63ft. 6in, and at the bottom

The pumping apparatus is of the latest and best type, situated near the ciasson, on a level with the dock bottom. Here is machinery driven by electric power, which is capable of pumping water out of the dock at the rate of 5,000 TONS PER HOUR,

four hours. The type of machine used for this purpose is a centrifugal dynamic motor, with 500 horse-power, though the amount of horsepower exerted by the engine does not exceed 250 for ordinary occasions. The process pumping forces the water through an iron pipe thirty inches in diameter, which goes from the dock, through the engine-room, and so into the harbour.

The dock is filled by means of three "flood taken to let in water sufficient to float a boat into the harbour being about an hour.

The general construction of the dock differs a little from the construction of docks in England. There is much readier access to the bottom, and round the dock still is a useful innovation which might avail in SAVING LIFE

should an accident occur. Carelessness bred of familiarity with the dangers of such places has cost many a man his life, and this border. of wood which runs right round the dock at the edge of the sill is sure to be found of great

value for protective purposes. Finally, the dock has cost Y1,600,000, about thrice as much as at first estimated, owing to the difficulties encountered. It is anticipated that there will be such a demand for the dock that the company is about to construct a larger dock adjacent, though it will be possibly another half-dozen years before the work is completed:

BILLS OF HEALTH ON JAPANESE VESSELS.

MEMORIAL FROM THE NAGASAKI CHAMBER OF COMMERCE.

On the 28th ulto, the Nagasaki Chamber of Commerce, at a special meeting, resolved to memorialise the Ministers for Foreign Affairs and Agriculture and Commerce with regard to the Consular bills of health issued to Japanese vessels going abroad. Such vessels going to Vladivostok and other Russian ports are not allowed to enter the port unless they present abill of health signed by the Russian Consul at the Japanese port of dispatch. Although at first sight the rule appears not to be troublesome, it is the cause of great annoyance and expense. The memorial cites the delays and losses which are incurred by vessels while waiting for their bill of health. Frequently when a vessel with passengers is ready for sea, its departure is delayed because of the time taken to secure a bill of health. In some ports no-Russian Consulate exists, but the necessary document has to be obtained from the nearest Russian-Consul, and it may be days before the bill is secured. The rule also applies to Japanese

VESSELS GOING TO OTHER FOREIGN PORTS. No such provisions are made, says the memorial, in the Japanese quarantine regulations, and foreign stenmers are not subjected to the same inconvenient procedure, giving them an advantage over Japanese merchant ships. It is claimed that the development of foreign trade in Japan is seriously hindered by the system—a system which is only a mere formality, and has no good effect in practice. The charges for a bill of health vary with the different Consuls from Y4 to about Y7, and while the fee is not objected to, the inconvenience resulting from the process of securing a bill of health, say the memorialists, cannot

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MITSUL BUSSAN KAISHA, Hongkong Office. Hongkong, 18th June, 1901.

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Hongkong, 18th June, 1902. Untimations.

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NOTICE TO CONSIGNEES. THE Steamship

S.S. "PRINZ HEINRICH,"

of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Whaif and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before to A.M., TO-DAY. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining

undelivered after the 18th instant, will be subject to rent. All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be examined on THURSDAY, the 19th instant, at 9.30 A.M. All Claims must reach us before the 24th

instant, or they will not be recognized. No Fire Insurance has been effected Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD. MELCHERS & CO.,

Agents. Hongkong, 12th June, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY

NOTICE TO CONSIGNEES. FROM YOKOHAMA AND KOBE. THE Steamship

" GISELA," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be

sent in to the Office of the Undersigned before

Noon, on the 18th instant, or they will not be

recognized. No Fire Insurance has been effected, and any Goods remaining in the Godowns, after the 18th instant, will be subject to rent. Bills of Lading will be countersigned by

SĂNDER, WIELER & Ćo., Hongkong, 13th June, 1902, [530d

AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY. NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE. THE Steamship

"MARIA VALERIE, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. This Vessel brings Cargo:-

From Venice, ex S.S. Thetis transhipped at Trieste.

From Trieste, ex S.S. Imperator transhipped at Bombay.

notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 20th instant, or they will not be recognised. No Fire Insurance has been effected, and any

Goods remaining in the Godowns after the 20th instant, will be subject to rent. Bills of Lading will be countersigned by

SANDER, WIELER & CO., Princess' Buildings.

Hongkong, 13th June, 1902. STEAMSHIP "SYDNEY."

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London,

Antwerp and Havre, ex s.s. Memphis, and from Bordeaux, ex s.s. Ville de Constantine, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godown's of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon,

whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 14th instant, requesting it to be landed here. Bills of Lading will be countersigned by the

Undersigned. Goods remaining unclaimed after SATURDAY, the 21st instant, at NOON, will be subject to rent and landing charges. All claims must be sent in to me on or before the 21st instant, or they will not be recognised. All damaged packages will be examined on

.SATURDAY, the 21st instant, at 3 P.M. No Fire Insurance has been effected. G. DE CHAMPEAUX,

Hongkong, 14th June, 1902.

NIPPON YUSEN KAISHA. NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship "BINGO MARU,"

having arrived from the above Ports, consignees of cargo are hereby informed that their Goods: are being landed, and placed at their risk in THE SUPERIORESS of the ITALIAN the Hongkong and Kowloon Wharf and L. CONVENT, CAINE ROAD, begs most Godown Company's Godown at Kowloon, respectfully to APPEAL to the Residents of where each consignment will be sorted out Hongkong and the Coast Ports, for their kind mark by mark and delivery can be obtained as patronage and support, and desires to state that soon as the Goods are landed.

Soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 23M instant, will be subject to rent.

All ship damaged packages must be left in the Godowns and Notice of same sent to this Office before the 26th instant, or claims in Connection therewith will not be recognized, who are taught by the Sisters.

NEW PATNA

OFFICE

NEW PATNA

OFFICE

And Gollars renewed on old ones.

Goods not cleared by the 23M instant, will be subject to rent.

All ship damaged packages must be left in the Godowns and Notice of same sent to this Office before the 26th instant, or claims in the Superioress will also be most grateful for any PAFER, or old Envelopes to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Howakong Telegraphy Co. LB.

New VALWA

THE MANAGER

New VALWA

Second Central

OCLD

Howakong Telegraphy Co. LB.

Howakong, soft June, 1002.

Consignees.

TOYO KISEN KAISHA

NOTICE. ONSIGNEES of CARGO por Steamship

"NIPPON MARU." are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 22nd instant, will be subject to rent. No Fire Insurance has been effected. J. S. VAN BUREN.

Agent. Hongkong, 16th June, 1002,17

PACIFIC MAIL STEAMSHIP COMPANY NOTICE.

ONSIGNEES of CARGO per Steamship

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from

Cargo impeding the discharge of the Vesse will be landed and stored at Consignees' risk and expense. J. S. VAN BUREN,

Hongkong, 16th June, 1902.

NIORTHERN PACIFIC STEAMSHIP COMPANY. »

NOTICE TO CONSIGNEES. STEAMSHIP "OLYMPIA," FROM TACOMA, VICTORIA, YOKO-HAMA, KOBE, MOJI AND

SHANGHAI. The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods-

from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in sem. any case whatever. DODWELL & Co., LIMITED, Agents. Hongkong, 16th June, 1902.

Untimations.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

Optional Cargo will be discharged here, unless N.B. -A special charge is made for lines of more than average length.

> ELECTRIC SUPPLIES OF EVERY DES-CRIPTION IN STOCK.

> > INCLUDING:-

DATTERIES.

THEMICALS, TELECTRIC BELLS,

I NSULATORS,

IGHTNING CONDUCTORS, C WITCHES,

Telephones, WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS. Erected and kept in order.

Estimates given for all kinds of Electrical

Trained Mechanicians sent to Out-Ports to fi up Installations if required.

NOTE ADDRESS:--2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to -S. J. GODWIN,

Acting Manager, Hongkong, 29th January, 1902. AN APPEAL.

she will be pleased to receive orders for all kinds

Untimation.

THE HONGKONG TELEGRAPH.

35, QUEEN'S ROAD, * HONOKONG.

CABLE ADDRESS, - Telegraph, Hongkong

HE leading English Newspaper in China Also widely circulated in Japan, Cochin China, Coylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail The daily is recommended as more generally suitable, except for subscribers in Europe or

A special feature is made of full and accurate reports of local occurrences, and of marters of general interest.

CORRESPONDENCE.

Literary matter, which must be properly authenticated with the name and address of the writer, should be addressed to the Editor. Communications should be written on one side of the paper only.

Business communications should be address. ed to the Manager and not to individual members of the staff.

SUBSCRIPTION (in Advance).

DAILY—\$30 per annum.

WEEKLY-\$13 per annum.

The rates per quarter, and per mensem proportional, viz :-

WEEKLY-\$3.25 per quarter; \$1.50 per

DAILY-\$7.50 per quarter; \$2.50 per men-

The daily issue is delivered free when addressee is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is

charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter,

Single Copies (Daily, ten cents; Weekly twenty-five Cents.)

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the bes medium for advertising in China. It circulates largely among all classes of the community is the largest daily newspaper and has wider circulation than any journal in the Far

Special attention given to effectively display ing advertisements.

The type used as a standard for setting June 18, Petrarch, German, str., for Swatow. advertisements is similar to this, unless we are June 18, Rajaburi, German str., for Swatow. instructed to display the advertisement, when June 18, Strathgyle, British str., for Sourabaya. any effective style of type will be adopted This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.) One weck.....\$ 2.85 20.00 37.50 Twelve ... 73.00

Months Contracts..... 5 per cert

No charge less than one dollar,

Discount allowed on-

DOMESTIC OCCURRENCES. Notices of Births, Deaths, and Marriage Sr each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

can be ascertained from the Manager. Advertisements for the Daily should reach the Hongkong Telegraph Office not later than

Unless otherwise specified all advertisements

Special Rates for standing advertisements

will be repeated and charged for until counter-

noon of the day they are intended to appear.

JOBBING DEPARTMENT. Job Printing of all descriptions undertaken.

PROGRAMMES, PAMPHLETS,

> CARDS. EXPRESSES

All job printing is done under European pervision, well turned out, free from errors. supervision, well turned out, free from errors, and remarkably cheap at

untimations.

CLARKE'S B 41 PILLS are warranted to cure, in either sex, all acquired on constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury, Established upwards of 30 years. In boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln.

SAVARESSE'S SANDAL

absolutely pure English Oil. Full Directions. All Chemists. Insist on Savaresse's

Shipping.

Arrivals.

SKULD, Norwegian steamer, 914, A. Berbom, 16th June, Bangkok 9th June, Rice. Mengseng Siang Kee.

LOYAL, German steamer, 1,237, F. Weidlich, 17th June,—Bangkok 3rd June, Rice.— Sander, Wieler & Co. QUARTA, German steamer, 1,146, H. Johannsen,

17th June, Bangkok 12th June, Rice. Tung Kee & Co. AIRLIE, British steamer, 2,500, St. John George, 18th June,-Melbourne 10th May, Sydney. 24th, Queensland Ports and Port Darwin 6th June, and Manila 15th, General .--

Gibb, Livingston & Co. TAISANG, British steamer, 1,544, R. D. Bradley, 18th June Canton 17th June, General. Jardine, Matheson & Co.

SATSUMA, British steamer, 2,690, T. W. Chubb, 18th June,-Amoy 16th June, General.-Dodwell & Co., Ld. ESMERALDA, British steamer, 966, R. Rodger,

18th June, -Iloilo, P.I. 14th June, Sugar. --Shewan, Tomes & Co. BENLAWERS, British steamer, 1,484, H. W. Bee, 18th June, Moji 11th June, Coal. Gibb, Livingston & Co. HIP SANG, British steamer, 1,040, Murray Crockett, 18th June, Moji 13th June,

MARA KOLB, German steamer, 2,760, G. Kraeft, 17th June,-Moji 10th June, Coal.-Mitsui Bussan Kalsha. Kowloon, German steamer, 1,487, H. Stohr, 17th June,-Wladivostock via Nagasaki and Kuchinotzu 11th June, Goal and Gene-

Coal.—Jardine, Matheson & Co.

ral.—Siemssen & Co. Clearances at the Harbour Office. Devawongse, German str., for Sawtow. Dott, Norwegian str., for Bangkok. Anping Maru, Japanese str., for Swatow. Kwangping, German str., for Tientsin. Lena, Norwegian str., for Singapore. La Rhone, French str., for Canton Nippon Maru, Japanese str., for Shanghai. Sishan, British str., for Swatow. Kongnam, British str., for Canton. Apenrade, German str., for Haiphong. Ness; British str., for Moji.

Pakhoi, British str., for Shanghai. Departures.

Borg. Norwegian str., for Bangkok.

San Francisco.

June 18, Sarpedon, British str., for Shanghai. June 18. Oopack, British str., for Shanghai. June 18, Bingo Maru, Japanese str., for Kobe. June 18, La Porte, British str., for Moji. June 18, Lycemoon, German str., for Canton. June 18, Nippon Maru, Japanese steamer, for

Passengers-Arrived.

Per Loyal, from Bangkok-Mrs. Spetmann and child, and 13 Chinese. Per Esmeralda, from Hoilo, P.I.-Mrs. Sericiys, and 12 Chinese.

Per Airlie, from Australian Ports-Mrs. L.

F. Weaver, Master Weaver, Misses Lopez,

Amatsu, Messrs, E. T. Hutchins, F. S. Crog-

gan, A.E. Watson, M. G. Hevai, J. Rosaura, L. Fisches, G. W. Richardson. A. Gobias, E. Gobias, A. G. Kum, and 57 Chinese. Departed. Per Bingo Maru, for Japan-Lieut. Shirai, Miss Yeoman, Messrs, Konishi, B. Baba Poole, G. Allchir, Ito, Lawaji, Oga, Tahara,

Watanable, N. Chakraberby, Chan Now King,

Yeung Yuk Ham, Chan Cheung Luch, Tso

Cho Yu. Pang Kam Ning, Fan Kung Loo, Chu Chee Nim, Chun Ting Tai, Chung Yue Per Nippon: Maril, for San Erancisco etc.-Mr. John H. Beach, Mr. and Mill. Lecacheux Messrs J. M. Deherty, S. M. Morris, Rs Crane, Mrs. M. V. Lawrence, Miss C.V. Lawrence, Dr. and Mrs. Haase, Messrs. T. Y. Veerkamp, A. W. Hastings, O. Littman, Geo. Weir, and C. Symon. For Honolulu-Dr. W. W. Danel. For Yokohama-Miss A. Forrest, and Mr. Low U. Nam. For Kobe-L. R. Wilfley, For Shanghai-Messra Schnell, Schultze-Moderow, John Latta J. M. Bell, H. A. C. de Rubio, J. R. Hopkins, Dr. and Mrs. Lewis. For Nagasaki-S. A. T. the Grand Duke Boris of Russia, Chevalier de Schaeck, Lieut. Strandtman, A.

and Mrs. Scudder. SHIPPING REPORTS.

Greaves, Frederici; C. Greaves, Messts, A. Ross,

Y. T. Shan, W. Y. Man, A. Fisher, F. Schramek,

Capt. H. Stehr, of the steamship Kowloon, from Wladivostock, &c., reports - Heavy S.W. monsoon and heavy sea.

Captain St. John George, of the steamship Airlie, from Sydney, &c., reports - Left Melbourne on the 10th ulto , Sydney 24th, calling at all Queensland Ports, Port Darwin and Manila. Experienced exceptionally fine weather th ough ut the voyage. Crossed the China Sea with light to moderate winds from S.W. to N.W. with smooth sear

Hongkong 18th June,

E-SANG, British steamer, 1,127, H. J. Roope, 13th June,-Canton 12th June, General.-

FOOCHOW, British steamer, 1,252, H. Smale, Joth June, -Saigon 6th June, Rice. - Butterfield & Swire. HONGKONG, French steamer, 742, J. Pannier,

Post Office.

A Mail will close :--

19th instant, at 7.30% M.

to-morrow, the 19th instant, at 9 A.M.

19th instant, at 9 A.M.

roth instant, at 11 A.w.

Joth instant, at 71. A:31.8

the 19th instant, at 11 A.M.

morrow, the 19th instantial 3 P.M.

morrow, the 19th instant, at 3 P.M.

Saturday, the 21st instant, at 10 A.M.

Saturday, the 21st instant, at 11 A.M.

day, the 25th instant, at 10 A.M.

19th instant, aicr. 15 P.M.

the 19th instant, at 5 P.M.

the 20th instant, at 17 A.M.

19th instant, at 5 P.M.

instant, at 3 P.M.

instant, at 😭 P.M. 🦠

28th instant, at it A.M.

the 28th instant, at 11 A.M.

the 28th instant, at 3 P.M.

Bussan Kaisha.

Butterfield & Swire.

May, General.—Gilman & Co.:

Rice.—Butterfield & Swire.

Kin Tye Lung Hong.

Jardine, Matheson & Co.

VESSELS IN PORT.

Steamers.

toth June,-Haiphong and Moihow 15th June, General .- A. R. Marty. INVERIC, British steamer, 3.113, W. R. Kennedy, 2nd June,-New York 15th April,

General.—Butterfield & Swire. IVO MARU, Japanese steamer, 3,919, S. J. G. Persones, 7th June, -- Shanghai 4th June, General.—Nippon Yusen Kaisha.

LELUNG, British iransport, 3,142, J., S. Hutchison, 13th July, Bombay 30th May. Troops.—Government.

LENA, Norwegian steamer, 929, H. Borge, 15th June, - Manila 12th June, Ballast --Sander, Wieler & Co.

LISA, Swedish steamer, 998, H. Horndahl, 12th June,-Hamburg 11th April, General,-MARIA, Austrian steamer, 1,936, H. D. Freglich,

13th July, Mororan 3rd July, Coal .-Sander, Wieler & Co. MADELEINE RICKMERS, German steamer, 1.020, C. Henricksen, 15th June,-Saigon 11th June, Rice.—Arnhold, Karberg & Co.

MAUSANG, British steamer, 1,643, W. D. Welsh, 11th June, Sandakan 6th June. Timber.-Jardine, Matheson & Co. MERCEDES, British steamer, 2,965, Carter, R.N.R., 3rd June,-Wei-hai-wei 28th May,

Ballast .-- Admiralty. san Kaisha

OLYMPIA, American steamer, 1,730, John Truebridge, 16th June. Tacoma via Japan 15th May, General - Dodwell & Co., Ld. OSLO, Norwegian steamer, 778, F. Fredriksen, 5th June, Saigon 31st May, Rice -Order. PAKHOI, British steamer, 1,275, C. C. Williams, Joth June,—Cebu, P.I. 5th June, Sugar.—

PAKSHAN, British steamer, 1,235, J. Reid 28th May, Jaigon 24th May, Rice— Bradley & Co.

PERU, American steamer, 3,528, A. F. Pillsbury, 16th June,-San Francisco 17th May, and Shanghai 13th June, Mails and Gene-PHRA CHULA CHOM KLAO, German steamer,

1,012; Chr. Kumpel, lith June Bangkok 4th June, Rice - Butterfield & Swire PITCHABURI, German steamer, 1,392, A. Hillmann, joth June,—Bangkok ist June, Rice and Teakwood,—Butterfield & Swire, Pitsanutok, German steamer, 1,267, Bartling, Root. Dickinson.....

PASSED THE CANAL Outward-20th May-Benvenue, 23rd May -Prometheus, Indramayo, Oopack, Ambria. 3rd June Bombay, China, Sacksen, Candia, Lennox, Segovia, Glenroy. 6th June-Ernest Simons, Tamba Blaru, Ulysses. 11th June Bedonin, Ferd Lacist, Mariston, Wurzburg. 13th June - Yarra, Telemuchus, Queen

Homeward-6th May-Hakata Maru. 20th Tith May-Ceylon, Awa Maru. 3rd June-Diomeds. 6th June Stlesta, Princess Trene,

Arrivals at Home 2nd May-Baku, Bom, bay, Standard, Tydens, 6th May Sithonia. 9th May Louther Castle, Bayern 20th May Antenor, Stullgari .. 21st May Malla Can. ton. 23rd May-NIL 3rd June-Indus. Prometheus, oth June Konig Albert 11th June | Keith, Mr. and Mrs. Wheeler, Mr. and Mrs. 14th June—Bangkok Sik June, Rice———Calchar Glenlocky, Kamakura Maris, Hud.

Buttaffield & Swip is the second of the land of th

VISITORS AT THE KOWLOON

Ausbro, Mrs. L. C. lackson, Mrs. J. B. and Belemeyer, Mr. V. C. Cairns, Mrs. Pedersen, O. Carlson, Mrs. Nora Ranze, Capt. Theo. Spindle, Mr. & Mrs. Crockett, Mrs. Crockett, Miss Hebden, S. Valentine, Mrs.

> VISITORS AT THE QUEEN'S HOTEL.

Marshall, Mr. & Mrs. Ablhorn, Mr. Mitchell, L. H. 18. Beach, Oliver Palmer, Lieut. Cohen, Miss Riley, Faster Fair. A. Ross, S. B. C. Russell; J. W. Jameson, P. D. Simth J. C. Johnson, G. Taylor, W. Geo. Wallace, R.

Shanghal Singapore, &c. Swatow, &c. Sydney, &c. ...

Victoria, B.C.

Portland, (Or.) Indravelli july 14 San Francisco, &c. America Maru ... July 12 Hongkong Maru. Aug. 5 Bengal June 20 Szechuen June 19 Nankin June 24 Dailin Maru June 22 Daigi Maru June 16 Eastern June 26 Kumano Maru ... July. Empress of Japan July Empress of China Aug. 6. Empress of India June, 25

P. O. Box No. 17.

Share Brokers.

STEAMERS EXPECTED. VESSEL'S NAME Jardine, Matheson & Co. Vo morrow P. & O. S. N. Co. Kaifong Butterfield & Swire ... Jardine, Matheson & Co. June 24th Pacific Mail S. S. Co. June 25th Melchers & Co..... Sachsen Melchers & Co. 7. America Maru San Francisco Pacific Mail S. S. Co. July 4th Butteffeld & Swire July with Pacific Mail S. S. Co. ... July Toth

Victoria

Kinshiu Waru . June 30 and 1 rojected Sallione Are no roblished from the sale of the sale of

Fancy Drapery Bept.

Hosiery, Gloves. Ribbons, Laces. Dress Materials. Linens, Longolothy. Drills, Hollands. Flannels, Flannelette. Feathers, Flowers. Chiffons, Nets. Umbrellas, Rain Coats. Fancy Work, Wools.

杂杂杂杂杂杂杂杂杂杂杂杂杂杂杂杂杂杂杂杂杂杂杂杂杂杂杂

Gentlenrens' Bept.

Boots and Shoes, &c., &c.

Shirts, Collars. Hoisery, Gloves. Hats, Ties. Umbrellas, Rain Coats. Boots and Shoes.

June 13th.



28 & 34, QUEEN'S ROAD CENTRAL, HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers, Haberdashers and General Outfitters.

General Furnishing.

Carpets. Linoleums.

Tapestries and Repps.

Art Serges.

Household Linens. Down Quilts.

Blankets.

Bedding.

Bedsteads.

Ranges and Cooking Stoves. China and Glass.

Bags and Trunks.

Fancy Leather Goods.

Toys and Games.

Mats and Rugs. Overmantles, Mirrors, &c.

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LADIES DRAPERY AND FANCY DEPARTMENTS.

JUST ARRIVED.

A CHOICE ASSORTMENT OF HANDMADE LACE COLLARS, ALSO THE NEW APPLIQUE NET COLLARETTES,

NEW STOCK OF LACES AND INSERTIONS. CHIFFON AND NET RUFFLES. PARASOLS IN ALL THE LATEST STYLES, ALSO "CORONATION" UMBRELLAS. NEW SPOTTED CHIFFON FOR TIES ETC.

A LARGE SELECTION OF FLOWERS AND FOLIAGE FOR MILLINERY PURPOSES. LATEST FASHIONS IN BLOUSES BOTH SILK AND MUSLIN. DRESSING GOWNS AND JACKETS IN GREAT VARIETY. ALSO A LIMITED SUPPLY OF FANCY BRUSH TIDIES AND PINCUSHIONS.

DRESS DEPARTMENT.

MATERIAL. "CREPOLINE" IN ALL DAINTY SHADES. FANCY GRENADINES AND SPOTTED "CHANTILLY"

CHILDREN'S DEPARTMENT.

OF CHILDREN'S SILK AND MUSLIN HATS.

FURNISHING AND IRONMONGERY DEPARTMENTS.

NEW CRETONNES, REPPS AND SERGES, NEW CARPETS, SQUARES, AND RUGS. NEW TAPESTRY AND CHENILLE CURTAINS AND TABLE COVERS. COOKING AND HEATING STOVES AND RANGES. OIL STOWES AND LAMPS, REGISTERS, FENDERS, TILES, COAL BOXES, ENAMELLED KITCHEN WARE, CHINA AND GLASS.

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PERAMBULATORS, MAIL CARTS, TOYS, DOLLS, INDOOR AND OUTDOOR GAMES IN GREAT VARIETY.

DRESSMAKING DEPARTMENT.

This section of our business is a new venture and has met with extraordinary success during the past 7 months.

All work cut and supervised by our dressmaker who, having had High Class Colonial and Home experience has attained the knowledge required to connect Style and Fashion with comfort in creating suitable toilets for Eastern wear.

We intend making this department a specialty and ladies will do well to give us a trial.

Our London and Parisienne buyers have Instructions to keep us up to date and supplied with all the latest *Fashionable Goods so that our patrons may be assured of procuring everything of the newest and best.

Ball Dresses, Bridal Gowns, Afternoon Costumes. Mourning orders executed at shortest possible Notice.

Space will not allow us to quote the thousands of articles stocked in this establishment but two words will convey all that is necessary viz GENERAL STORE. Do not fail to enquire for ANYTHING you may want.